



Buccaneer, the Club ship of the Buccaneers Club which acted as a spectators' boat at the recent Gold Cup Races



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Edited by

CHARLES F. CHAPMAN

THIRTY THOUSAND COPIES
AGAIN THIS MONTH

For the second issue in succession MoToR BoatinG is printing 30,000 copies. This same number of the August issue was printed, and the entire edition was practically sold out by August 15. Just another sign of the popularity and great growth of motor boating as a sport and industry, and of its greatest magazine—MoToR BoatinG

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COMING EVENTS

September 3, 4, 5—Detroit, Mich.
September 9—Interclub Cruiser Race, Maryland Yacht Club
September 10, 12—Maryland Yacht Club, Baltimore, Md.
September 11—Sheepshead Bay Yacht Club, Ocean Race
September 16, 17—Washington, D. C., National Regatta
December 9, 10, 11—San Diego, California National Regatta
January 20-28, 1928—Motor Boat Show, Grand Central Palace, N. Y.
February 6-10, 1928—Motor Boat Show, Boston, Mass.
March 16, 17, 1928—Miami Beach, Florida
March 19, 20, 21, 1928—Motor Boat Show, Miami Beach, Florida

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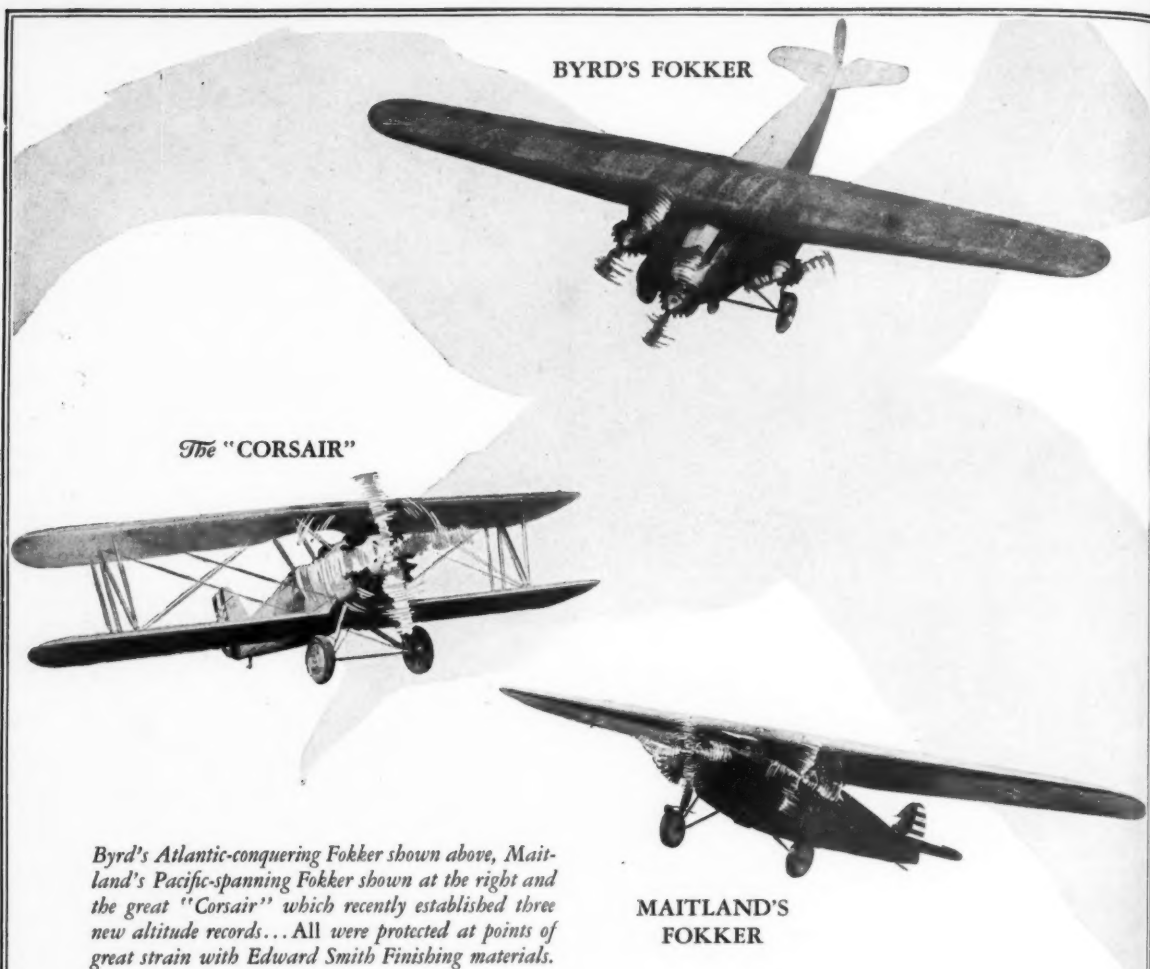
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BYRD'S FOKKER

The "CORSAIR"

Byrd's Atlantic-conquering Fokker shown above, Maitland's Pacific-spanning Fokker shown at the right and the great "Corsair" which recently established three new altitude records... All were protected at points of great strain with Edward Smith Finishing materials.

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EDWARD SMITH & COMPANY

LONG ISLAND CITY, N. Y.

(MAKERS OF MARINE PAINTS AND VARNISHES FOR 100 YEARS)

Greenwich Folly

Wins GOLD CUP

Summaries on
Pages 106 and 126

*Famous Trophy Leads to Spirited
Contest in Which Eleven Fast Boats
Take Part at the Indian Harbor
Yacht Club's Regatta*

a
**SECOND
TIME**

By F. W. Horenburger

THE helmsman's seat of Miss Columbia was not a highly advantageous position from which to view the Gold Cup Race for the purpose of telling the complete race story to the readers of MoToR Boating. Being the first over the starting line with Miss Columbia in the first heat, the pleasure of leading the field, with something like 74 cylinders roaring astern, gave a thrill for a few moments, but as Imp, Hotsy Totsy, Palm Beach Days, Greenwich Folly and Baby Gar VII shot ahead of us before the first turning buoy was reached, the thrill was short lived. A little later Shadowwite and Baby Gar VIII eased by us. But we had a grand ride for 90 miles, and aside from keeping ahead of several of the other starters, which never headed us at any time, there wasn't much to do, so perfectly did Miss Columbia run.

The greatest thrill came near the middle of the second heat when Imp turned turtle just ahead of us, throwing out her driver, Dick Hoyt, and his mechanic Moffat. We were at the time travelling at a speed of a shade better than 50 miles an hour. Imp was floating bow up only a short distance ahead. Should we stop and pick up the crew of Imp and perhaps jeopardize any chance to win or should we go on? It didn't require a second's thought to choose the former. In an instant we had Miss Columbia alongside the men in the water. Quickly we had them aboard our own racer, and then ran them over to Mr. Hoyt's yacht. Miss Columbia immediately resumed the race. Strangely enough we finished in second position, not only for this heat but for the entire race of 90 miles.

This year marked Miss Columbia's fourth year in the Gold Cup Races. Except in one of heats of the 1925 event when she was driven by L. Gordon Hamersley and broke a shaft, she has never failed to finish. Second in 1924, Sixth in 1925 and 1926 and second in 1927 is a record never equally by any Gold Cup Racer.

With the rules changing for the 1928 races, Miss Columbia has run her last Gold Cup Race, but not once in her long career has she ever faltered. Reliable as a stock runabout and so seaworthy that never has she shown a tendency to upset in any kind of a sea, she has proven, by finishing second this year, that extreme speed should not be the only requisite in the modern race boat. As we passed boat after boat, either disabled or sinking in this year's race, during our 90 miles ride, until there was only one racer ahead of us, this fact was paramount in our minds.

The best boat, Greenwich Folly, and the best driver, George H. Townsend, won. There isn't a great deal more to tell, but Mr. Horenburger in his article, gives you his view of the races as seen from the judge's stand.

CHARLES F. CHAPMAN, Editor of MoToR Boating.

ONCE again a race for the famous Gold Cup of the American Power Boat Association has been run and won. This makes the twenty-fifth race for this famous trophy, and since it was won last year by George H. Townsend's Greenwich Folly at Manhasset

Bay, this year's contest was conducted by his club, the Indian Harbor Yacht Club, at Greenwich, Conn. Local conditions dictated a triangular course for the contests, and a three mile triangle had been surveyed and located in the waters of Long Island Sound inside of Great

Photographs by M. Rosenfeld

Greenwich Folly, the winner for the second time of the Gold Cup at the Indian Harbor Yacht Club's Twenty-fifth Gold Cup Regatta





A remarkable photograph of Baby Gar VII, showing the entire boat out of the water, with only a tip of the propeller in. The boat is actually flying



Miss Columbia, driven by Charles F. Chapman, Editor of MoTok Boating, which was successful in winning second place in the Gold Cup race

Captain's Island. Fortunately the day of the regatta proved to be a fine clear day so that no one was troubled particularly with sunburn, and an enormous fleet of visiting yachts assembled in the harbor to witness the races. These were anchored closely together around the three sides of the race course, prominent among them being the five masted barkentine of the Buccaneers Club, which served as a grandstand for many of its members and friends. There was hardly a boat in the western end of Long Island Sound which did not put in to Greenwich to witness these contests.

The events had been arranged on the program with only a very small interval of time between the finish of one and the start of the next. One of the first events was to have been the race for the stock runabouts and large numbers of these were on hand all during the morning receiving their numbers, instructions, and other information. It was feared that twenty or thirty of these boats tearing around the course at full speed would so upset the waters of the Sound as to make it dangerous for the Gold Cup class of boats which were to follow them. While it is true that they create considerable disturbance, particularly when they move around in platoons, this disturbance does not last and rapidly quiets down when the source of the

trouble disappears. For this reason the stock runabout class was moved to the

tail end of the program and probably suffered the loss of a number of entries because of the lateness in the day.

The first event scheduled was the outboard race for class B engines, and this class got away amid a great uproar of popping exhausts promptly at 1:30 P. M. These little boats had to go once around the three mile course, and resembled a flock of hornets as they buzzed busily along. There were twenty of these boats on the course at one time, and the Committee spend a very strenuous several minutes in trying to keep track of them as they all started and flashed over the course. This race was won by a little boat called Cuty driven by C. Cooper, and powered with a Johnson standard twin engine. His total time for the three miles was 8:52.72, equivalent to 20.27 m.p.h. A sister ship driven by H. T. Buffington was close behind and finished second.

The next event was the Outboard Class for the larger or Class C engines. Not quite so many boats started in this event, but thirteen finished and since they were equipped with more powerful engines, the time was somewhat better. The winners time was 8:01.22 or 22.44 m.p.h. Unfortunately, some five or six of these little boats which seemed to be the fastest of the lot got off to a false start and never looked back again. They sailed merrily around the course by themselves and never realized until later that they were not actually in the race.



Cute Craft, driven by Charles Cooper, which was the winner in the class B outboard event

Flying Fish II, the Airships Baby Buzz, driven by V. Withstandley, which won the class C outboard race



Had they observed the starters flag signals, they would have noticed that no starting flag was waved, and would have saved themselves the disappointment of idly running around the course. The race was won by Flying Fish II, owned and driven by V. Withstandley and powered with a big Johnson Twin engine.

After the outboard event, the long awaited first heat of the Gold Cup class was signalled. The beautiful boats which were to take part flashed out to the starting line and maneuvered about for a good position and every advantage to permit them to cross the line first. This privilege went to Charles F. Chapman, driving Miss Columbia as he timed his start so well as to cross at full speed and just behind the smoke of the starting gun. The other ten boats in the race were close on his heels, and since many of them were much faster, they soon passed him. Everything was running smoothly by now, the timers and scorers were busily engaged in computing

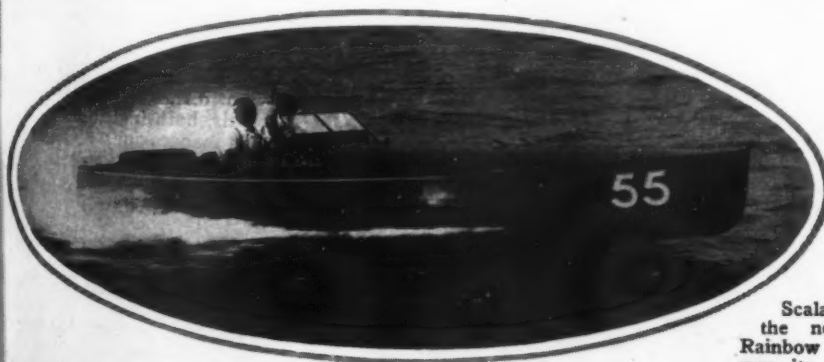
the speeds, lap times, total elapsed times, and all the other technical information necessary. The entire

eleven boats passed the starters at the close of the second lap, and shortly after this Palm Beach Days, driven by Wm. Bigelow dropped out of the running, and as was learned later his difficulties were due to a blown cylinder head gasket. The race continued, and for the next three laps, everything went smoothly with the several boats holding their own, while during the fourth lap Greenwich Folly managed to assume the lead for a time, she was quickly overtaken again by Imp, which held first place for the next three laps, only to be passed by Hotsy Totsy, driven by Victor Kliersath during the seventh lap, in which she assumed the lead and was not headed for the remaining three laps, winning this heat. Imp finished in second place, and Greenwich Folly in third place. The casualties among the other boats were heavy, as Baby Gar VII and VIII were both forced out of the running in the sixth and eighth laps. Baby Water Car turned over during the sixth lap, and Nuisance was forced out by engine difficulties in the eighth lap. Baby Bootlegger injured a propeller during the ninth lap by striking some driftwood, which forced her out of the running also. During this heat the fastest lap of the race was turned in by Hotsy Totsy, which did one lap

at the rate of 53.16 m.p.h. The speed for the entire heat of thirty miles was 51.261 m.p.h., which was also made by Hotsy Totsy.

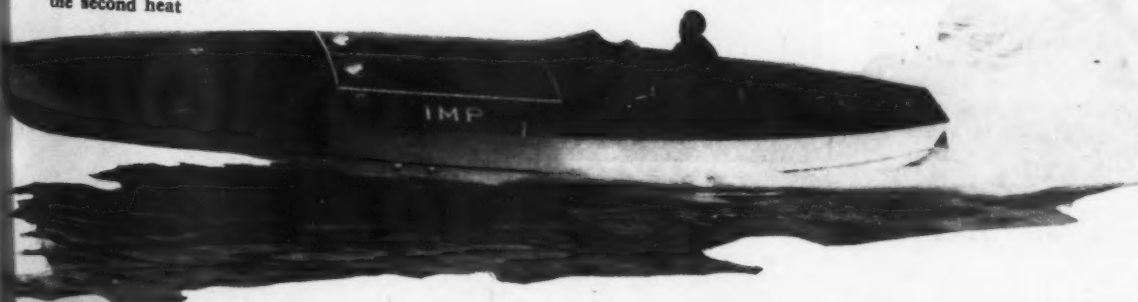
During the interval between the Gold Cup heats, races for the 151 inch hydroplane class and the Biscayne Baby class were run, and these will be described later. We will conclude the description of the Gold Cup race before going on

(Continued on page 102)



Imp, the fast Gold Cup racer, driven by R. F. Hoyt, which suffered misfortune in the second heat

Scalawag, one of the new Chrysler Rainbow class, which won its event, and which is powered with the new Chrysler Imperial marine engine



Through the KIEL CANAL

*The Schooner Lucette Motors
and Sails Through Fifty-three
Miles of Fresh Water and
finds Herself in the Tideless
Baltic—The German Pilot Has
a Story to Tell, Believe It
or Not*

Part II of Lucette's Cruise in Foreign Waters

By Alfred F. Loomis

Author of "The Cruise of the Hippocampus," etc.

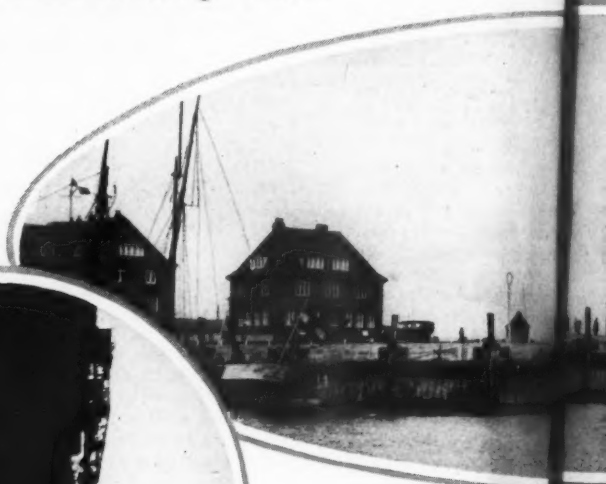
THE schooner Lucette, on the way from England to the Baltic Sea, was last presented to MoToR Boating's readers as lying alongside a quay in the fishing harbor at Cuxhaven. She had completed the North Sea passage without mishap, and her after guard, consisting of the owner, Major Noott, Paul Squibb, Mrs. Loomis and myself, were taking forty winks. This, therefore, seems a favorable opportunity for describing the interior layout of the trim little schooner.

In the bow, of course, is the forecabin where the two paid hands, Anthony and Jim, have their crowded sleeping and cooking arrangements. A wooden bulkhead with a door opening aft separates this compartment from the main saloon where there are two transom berths, occupied at the moment by the Major and Paul. The saloon contains also a swing table, chest of drawers, lockers, and radio. All my cruising days I have for some unfathomable reason entertained a prejudice against swing tables; but now, having eaten hot meals in comfort when Lucette's table remained level and the rest of the hull gyrated around it, I withdraw my prejudice. It is a wonderful and necessary feature of a cruising boat.

Aft the saloon on the starboard side is a galley, bulkheaded fore and aft in a space about three feet long. On first inspection it seems cramped, but the Major who cooks our



One of the railroad bridges over the Kiel Canal, showing in the center a suspension ferry at its moorings



A view of the old harbor at Cuxhaven, known locally as Die alte Liebe

breakfasts in it, and Jim, who dishes up the other meals, both find it adequate to the occasions. On the port side, opposite the galley, is the toilet, and following this section of the boat is the after cabin which the Major has turned over to P. L. and me.

We have two comfortable berths, a combined wash stand and bureau, hanging wardrobe, and ample locker space. A skylight gives us excellent ventilation—a little too excellent in this northern clime—and plenty of daylight.

There is only one exit from the main saloon and the after cabin—a vertical ladder leading to a hatch above the galley. We are now thoroughly accustomed to getting up and down this ladder with ease and grace, but from the standpoint of safety it comes short of

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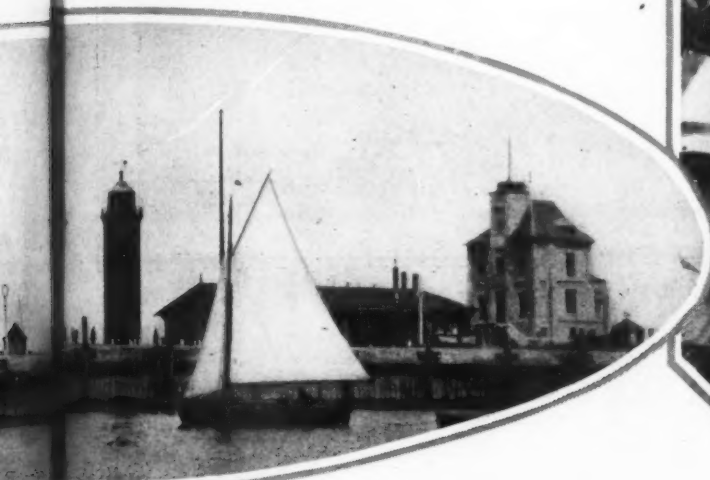
fection. If we were to break out in the galley the occupants of the after cabin might have difficulty in gaining the deck unscathed.

As was said in the August issue the engine compartment is bulkheaded from the living quarters. It is a roomy space containing a four-cylinder 14 h.p. Kelvin which starts on gasoline and runs on kerosene. On a shelf on the starboard side is a compact direct-connected gasoline-electric plant which generates current for charging the batteries and thus lighting the quarters and operating the radio. There is no electric starter for the Kelvin motor, and, up to date, none has been needed. In bins around the main engine is stowage space for the spare sails.

Ice and ice boxes, so essential in American waters, are unknown to the average British cruising yacht. But a thoughtful providence has remedied the deficiency, and our butter and other perishable foods keep cold and fresh in a small chest provided for the purpose on deck. If ever the butter does go soft we plan to celebrate the event by having our pictures taken in swimming cos-



When there is no land to look for, Anthony takes his ease on deck



time. Even then we shall be careful not to go too near the icy water.

So that, I think, gives the necessary descriptions of our living arrangements aboard Lucette. Until six o'clock of the morning of our arrival in Cuxhaven we are lost in dreamless sleep and then I hear the Major stamping about on deck, saying,

"Schnappes? What are schnappes? I can't understand a bally word he says."

While a guttural voice from the quay asks polite but futile questions in German.

Fearing that an international situation is about to be precipitated I throw on some clothes and rush out, hoping to play the part of mediator. But when I arrive on deck I find that Paul and the Major have succeeded in explaining to the police of the German republic that we have no dutiable liquor, tobacco, or other supplies. And the police have conveyed the intimation that we are not permitted to lie in the fishing harbor.

It was as we had expected, and we cheerfully cast off and motor around to the old harbor (*die alte Liebe*, they affectionately call it) which in daylight we find crowded with yachts of all descriptions. Here we moor in the

first available space and step on German soil to make enquiries about kerosene and food. A good-looking and neatly uniformed policeman tries his best to understand my broken German, and I am in the middle of an unintelligible explanation of the difference between gasoline and kerosene when a glad shout goes up from the Major.

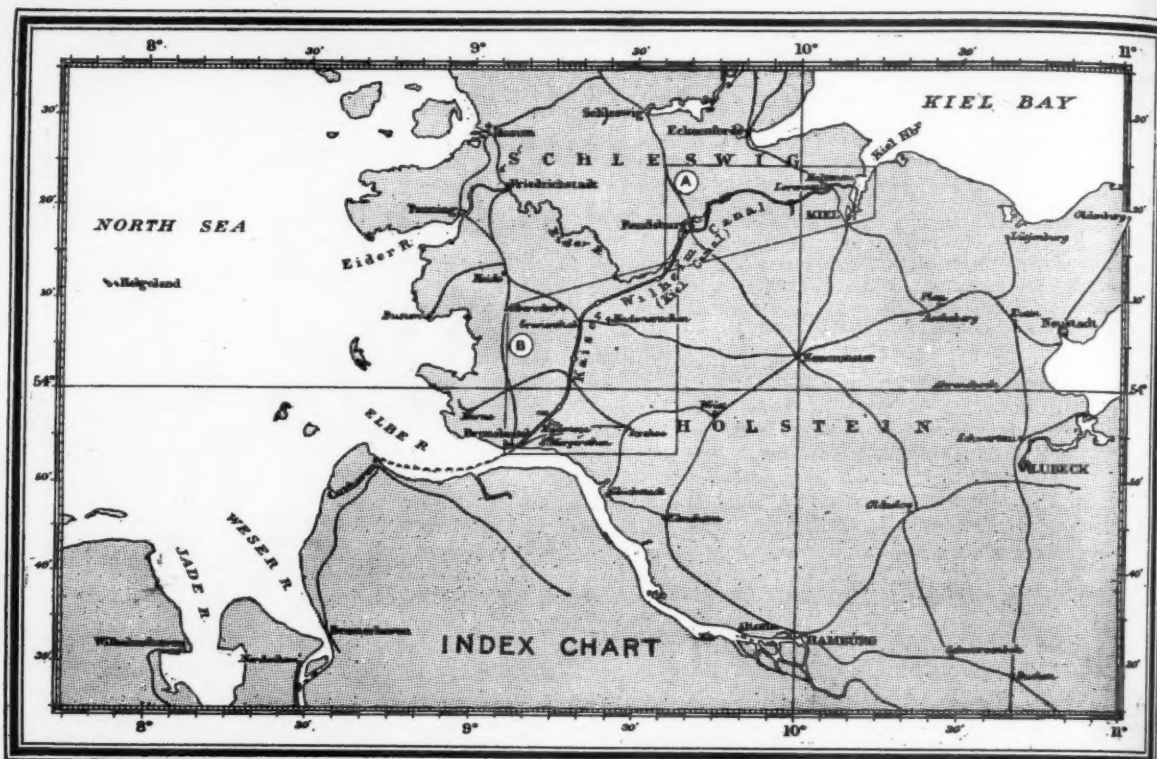
He has seen a milk wagon, and he must have milk with his morning tea. Off he goes, Paul after him, and straightway they come back, having succeeded in getting the milkman to accept an English shilling for ten pfennige worth of milk. This acquisition to the larder advances breakfast in the order of the day's business and we retire aboard, while curious Teutons gather on the quay and Anthony and Jim make things shipshape on deck.

In this interim a man arrives who speaks English better than we speak German, and after breakfast he is interviewed. But yes, kerosene can be obtained, and eggs and bacon and butter. Directly he will inform the ship chandler and bring the kerosene.

Carelessly we neglect to speak about the price of fuel and so play ourselves into the hands of the robber alluded to at the close of the last chapter. He, Georg



A Dutch tjalk motoring through the Kiel Canal. Sailing craft with auxiliary power are usually called motor schooners, regardless of rig



A chart showing the further progress of Lucette on the way from the English Channel to the Baltic Sea, through the Kiel Canal

Stüven, masquerading as a ship chandler, invites us to his store where we buy our edibles and find them reasonably priced. The bill for the lot comes to eleven marks or about \$2.50. The kerosene? Ah, says Robber Stüven, we can talk about that when it is all aboard and we know how much we have taken. Unsuspiciously we let the matter rest.

Half an hour later our main tank and two two-gallon tins are full—twenty-six Imperial gallons in all—and the four of us retrace our steps to the ship chandler's den. He awaits us, fat, shaven-headed, and unctuous. It is Sunday, but will we have a bottle of beer? He will shut the door so that the police may not know. We drink his health and compliment him on the quality of his beer. *Echt Deutsch* it is, and most refreshing after a sea voyage.

And now about the bill for the kerosene. It requires some explaining, assisted by our unofficial interpreter. The ordinary price of petroleum, as kerosene is named in German, is forty pfennige a liter. Then since it is Sunday there is an additional charge of ten pfennige a liter. And since we (Robber Stüven) have simply had to plead and pray the kerosene vendor to open his tanks on Sunday it is six pfennige more—and (breathlessly) four more for hauling it to the quay. Altogether it comes to sixty pfennige the liter.

Very well, say we of Lucette. Whatever you say is right. What does it all come to? * * * A hundred marks.

Well, marks are marks, and they require a mental translation. Suddenly comes a howl from the Major. "What!" he cries, "Five quid for twenty-six gallons of paraffin!"

He is echoed by three American voices. "Twenty-five berries for twenty-six gallons of kerosene! A dollar a gallon! We've been stung."

But the ship chandler is all smiles and apologies. Won't we have another bottle of beer on the house? Too bad the day is Sunday when petroleum is so expensive. If we had taken only half as much it wouldn't seem so expensive.

Robber Stüven's head glistens with perspiration and anxiety to please us. Won't we pay the hundred marks and close the deal?

The Major takes his punishment like a man. One hand reaching for his wallet, he slaps the robber's shoulder with the other, his face wreathed in smiles. "You thieving pirate," he says, "I could almost kiss you. The paraffin is in our tanks and we can't get it out. You've properly done us in, and here's your five quid."

The money passes and there is a diversion at the door. Two German yachtsmen enter, one of them carrying an empty tin.

"How much is petroleum?" they ask.

The ship chandler looks embarrassed. "Sixty pfennige," he says, after a pained pause.

"Sixty pfennige!" cry the German yachtsmen and back out hurriedly.

We leave the shop and overtake them.

"Do you speak English?" is my first question.

"Yes, a little."

"Then how much do you ordinarily pay for petroleum?"

"Twenty-seven pfennige a liter. That ship chandler is a thief."

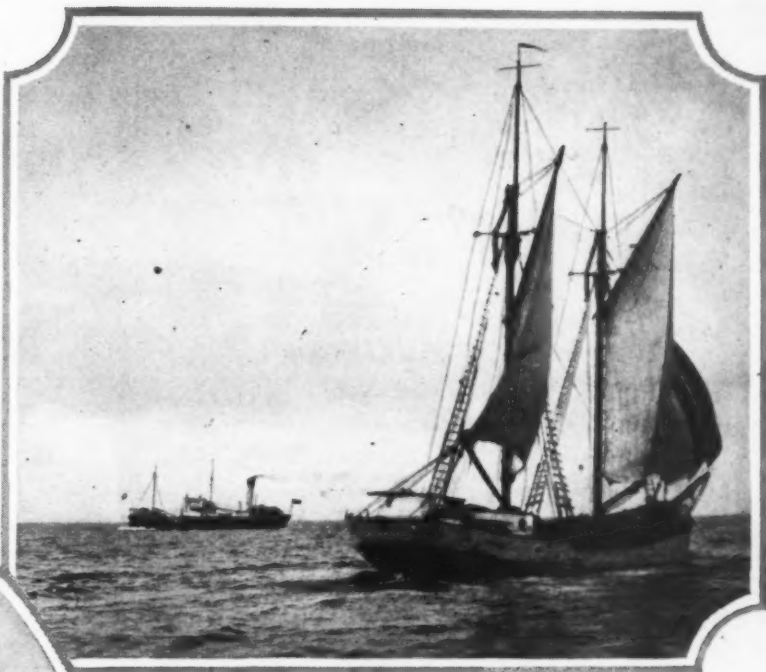
"Don't we know it," I groan, and P. L. adds that we shall have to charge it up to experience.

"Anyhow," says the Major when we have thanked the German yachtsmen, "it is good paraffin and I'm jolly careful to use nothing but the best."

While waiting for the afternoon flood tide we had lunch ashore and then cast off and shaped our course up the Elbe for Brunsbüttelkoog. It is a run of fifteen miles and with the current to help us we made it under power in less than two hours. And how the current did run! Standing at the wheel I watched our approach to a port-hand buoy midway between the two towns. Anthony at the bow looked back to make sure that I was allowing for the tide. I nodded reas-

surprisingly and calculated the distance closely. And then a black mark on my record and a blacker smudge on Lucette's white paint. Despite my fifty-ninth-second efforts to go clear the tide swept our bow down on the buoy and we collided with a hollow bang. The Major was very nice about it and said it didn't matter. I'm glad it wasn't a bigger buoy, but I dread looking Clive Mort, the yacht broker, in the eye and telling him what I did. He once warned me that English yachtsmen are particularly careful about the appearance of their craft and he may turn me down the next time I look for a boat to charter.

Still somewhat ruffled by this regrettable mishap I steered Lucette into the entrance of the western-most of the Brunsbüttel locks and we lay starboard side to a wooden sponson. Ship brokers shouted at us from



Lucette lying at Kiel, her first Baltic mooring. The maximum variation of water level is rarely more than two feet

A typical Scandinavian motor schooner bound out of Kiel Forde under sail and Diesel power



above and we viewed them with a jaundiced eye. Somewhere we had read that ship brokers were an unnecessary evil and with the experience with the ship chandler fresh in mind we were determined not to be stung twice in the same place. But there was no denying that our command of the German language is poor and we did want to fix it so that we could run the Kiel canal without a pilot. Yielding to the eloquence of one of the brokers—a smiling Hanoverian with the rosy complexion of an English lad—I invited him aboard.

His fee for his services was nominal and it would cost us only \$12.50 to pass through the canal to the Baltic end. Although we were more than ten gross tons he would do what he could about letting us proceed without a pilot. Taking our ship's papers he went ashore.

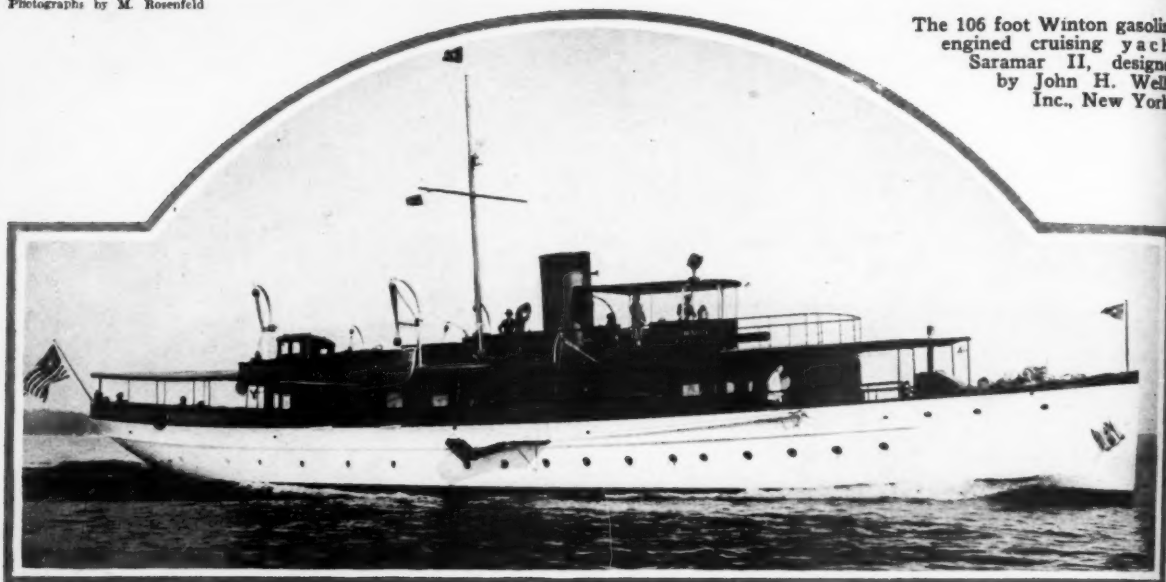
With him out of the way I had time to worry about coming to grief in the lock. Although they happened six years ago our experiences with Hippocampus in the Gatun locks of the Panama canal were still fresh in my mind, and I had visions of cascades of water rushing in and tossing us about like a chip. The locks in the Kaiser Wilhelm canal (as it is still officially called even in these kaiserless days) are the largest in existence—1082 feet in length and 147 feet in width—and Lucette looked infinitesimal by comparison.

Other vessels were ahead of us, but a ponderous iron gate emerged slowly from the stone coping at one side of the lock and separated them from us. Then another gate crept out astern of us and we were alone in a subdivision of the chamber. Now the excitement was about to commence. The men stood at the mooring lines and I looked fearfully about.

Nothing happened. Slowly, almost imperceptibly, the level of the water changed. We were being lowered into the Kaiser Wilhelm canal. The tide was high in the Elbe River and we dropped three feet to gain the canal level. The gate ahead of us drew back, and the ship broker came aboard and explained that despite his best efforts we could not go through the canal alone. We submitted to the inevitable and arranged to have the pilot board us at seven the following morning. A tug entered the lock and

(Continued on page 72)

The 106 foot Winton gasoline
engined cruising yacht
Saramar II, designed
by John H. Wells,
Inc., New York



CHARLES T. FISHER'S *Saramar II*

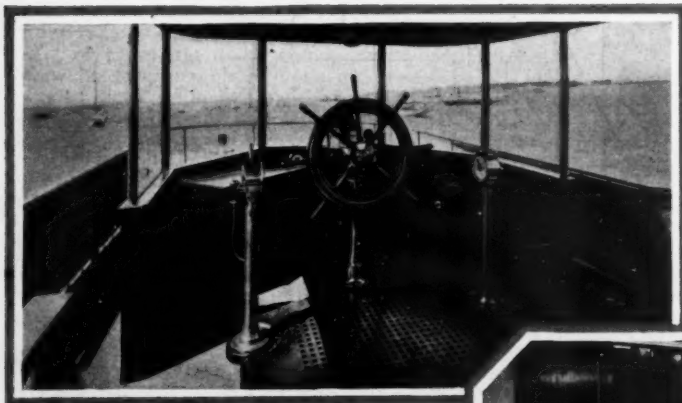
*Cruising Yacht Built for Detroit Executive to Be
Driven by Two Large Six-Cylinder Winton Gasoline Engines*

IN GETTING away from the tendency towards Diesel yachts in smaller sizes, Charles T. Fisher, Vice President of the General Motors Corporation in Detroit, has set a new precedent. While Diesel yachts are ad-

mittedly superior for ocean going vessels requiring a greater cruising radius, there is still a reasonable doubt as to their superiority in all cases. Saramar II, the 106 foot cruiser just completed for Mr. Fisher at Robert

Jacob's yard at City Island from designs by John H. Wells, Inc., is perhaps on the border line of doubt. In selecting gasoline engines the owner was no doubt influenced by the cleaner fuel and also by the fact that his company is one of the greatest producers of gasoline engines. Two Winton model 11, six cylinder engines of 9½ inch bore and 14 inch stroke are used to drive this boat, and they are designed to develop 200 h.p. each at about 450 revolutions. They can maintain a speed of 13 knots.

In designing the boat, the architect has provided a continuous sheer with a steamer stern and a full deck house and bulwarks.



The pilot house or bridge is arranged with large plate glass drop windows which quickly convert it from an open to a closed space

One of several large owner's staterooms in the after portion of the ship. These rooms have bath rooms adjoining





In the deck house will be found the dining room, which has been finished in mahogany

The living room adjoins the dining room in the deck house, and has a piano and radio for entertainment

The after deck furnishes a marvelous outdoor space, and is generously supplied with easy chairs and reclining chairs



Accommodations have been arranged for at least ten persons in the owner's quarters, and a crew of seven. Quarters for the crew are located in the forecastle, and the galley is immediately aft of this. Further aft, and separated from the remainder of the vessel by a steel watertight bulkhead is a mess room as well as staterooms for the engineer and cook. Between the mess room and the engine room is one of the owner's staterooms for the sons of the family, which extends the full width of the yacht, and contains two berths, wardrobe, bureaus, and is fitted with its own toilet and shower. Access is had from a stairway to the dining room.

The main owner's quarters are abaft the engine room, and include another large double stateroom, as well as one single and one double stateroom, each with adjoining bathrooms. In the deck house above are the large dining and living rooms, as well as quarters for the Captain.

Saramar II is one of the most completely electrified yachts afloat. Current is supplied
(Continued on page 142)

Comoco,

A Product of The Middle West

*A Fine Seaworthy Diesel
Yacht Built Particularly
to Suit the Severe Weather
Conditions to Be Found on
The Great Lakes and
According to the Highest
Standards of Design and
Construction*



A corner of the deck saloon showing the grand piano and other attractive furnishings

THE waters on the lakes near Detroit lend themselves particularly to yachting on account of the protection afforded by the rivers and bays, as well as by the beautiful panorama unfolded in the Georgian Bay country. For those who prefer long distance cruises, there are the larger lakes, with many points of interest, ranging from the life of the cities, to the wilds of northern Superior, where few white men are found. The Indians are still the most extensive inhabitants of this region, and still live there as they did hundreds of years ago.

Comoco, a new Diesel yacht, which has been built by the Defoe Boat and Motor Works is primarily a product of the middle west. She has been designed by John

H. Wells of New York for R. W. Judson of Detroit, and is of the particularly rugged and substantial type best suited to the rough waters of the lakes. It is also a type which appeals to many by reason of its economy of operation and limited number of crew necessary for it. The boat has been made 140 feet in length, with a beam of 23½ feet, and a draft of 9 feet. Due to the Great Lakes conditions, on a boat of this size it is necessary to have good seaworthy qualities so that everything was done to bring the boat up to the highest standards of design and construction. The hull is of heavy steel and water and fuel tanks are built into the bottom of the steel hull. The fuel capacity for the two 300 h.p. Bessemer Diesel engines is sufficient for a run from New York to Europe and return on one filling. The deckhouses are of steel with all trim and decks of teak.

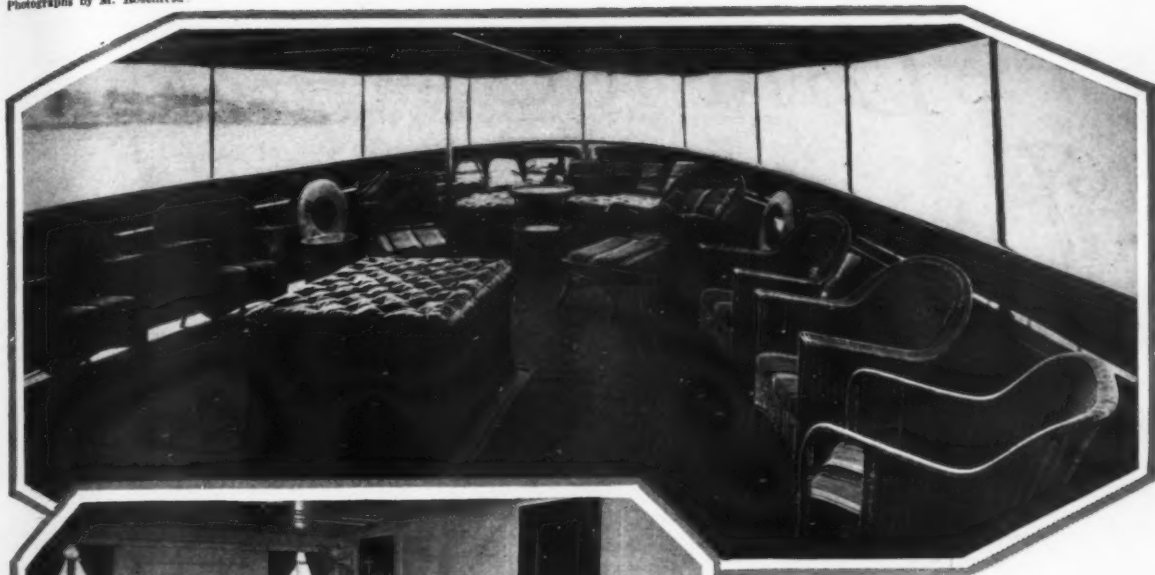
The electrical equipment is very complete as everything is so operated from the power furnished by two Hill Diesel lighting plants. Among the items that may be named as being so operated are the windlass, forced ventilating system, fresh and salt water pressure sets, bilge pump, fire pump, boat hoists, plate warmers, fans and every room is equipped with plugs for curling irons, etc.

In the owner's quarters there are five double staterooms and four baths. Each room is large,



Looking down the center line of the ship in the engine room showing the two, 300 h.p. Bessemer Diesel engines which drive her 13½ knots





The after deck is roomy and fitted with extremely comfortable wicker chairs and furniture. This deck provides a delightful place while the boat is under way



In the owner's quarters there are five double staterooms equipped with four baths. These are all large, airy, and luxuriously furnished

Comoco was built by the Defoe Boat and Motor Works for R. W. Judson of Detroit, and from designs by John H. Wells of New York. She is 140 feet in length, with a beam of 23½ feet

airy and luxuriously furnished. In the deckhouses are located the dining room, living room, smoking room, engine fidley, pantry and inside passage connecting the after living room with the dining room. The furnishings and decorations of the yacht which are largely in black walnut and enamel, deserve particular comment, as the Raphael Studios, of New York, did an excellent job on the decorations.

For several years the Bessemer Gas Engine Company, builders of the power plants in Comoco, have been striving to reduce the weight of the engines and the reciprocating parts, as well as to produce a higher revolution rate. This has been done to give vessels of a yacht class a greater degree of speed and reliability. These qualities are particularly desirable as the combination of higher revolutions, lighter weight, and reliability, as well as the general compactness are outstanding requirements for this class of work. The engines in addition must be able to maneuver easily, start quickly, and get up to speed without loss of time.

Quarters for the crew will accommodate fifteen men, while the captain's quarters are at the after end of the deck house. Comoco has a speed of 13½ knots, and she has proven herself to be a very efficient sea boat.



Bayside - Block Island Race

Attracts Many
YACHTS

By H. V. Spurr

A FLEET of twenty yachts reached across the starting line in a fresh westerly breeze, in the Seventh Annual Bayside-Block Island Auxiliary Handicap at 2 P. M. on July 29. Six years ago, in the first of these races ever held, there were just three starters on the two hundred and thirty-odd miles from Little Neck Bay eastward down Long Island Sound, out around Block Island and return. Each successive year has seen an increase in number of starters and variety in type of yachts entered. Old skippers and crews have generally come back each year with the same or new boats, and so this race has developed its devotees and veterans, who meet each year for a test of endurance and skill, with the various conditions of wind, weather and tide peculiar to this race.

This race was organized by the Bayside Yacht Club as an annual feature, to give the owners of auxiliary cruising yachts an opportunity to compete under cruising conditions in a long distance race over an interesting course which would test general sailing ability, seamanship and judgment. This race is open to auxiliary sailing yachts in cruising trim, of not over sixty feet nor under twenty-nine feet over-all, with no restriction as to hull or rig except seaworthiness and cruising accommodations. Sails, crew and power plant are unrestricted, but the amount of gas is limited and is supplied to each yacht by the Race Committee. The allowance of gas is proportioned by a common formula based on the meas-

*Twenty Auxiliary
Sailing Vessels Undertake
A Long Cruising Race
of 230 Miles
Using Both Gasoline
and Sail*



urements of hull, which can be taken with the yacht afloat. The dimensions used in the formula are load water line lengths, extreme beam, and freeboard at point of extreme beam. The formula is given below and is intended to approximate the gas required by each yacht to cover fifty per cent. (50%) of course under motor in calm weather by efficient use, without considering the effect of tides. In the early races 25 gallons of gas were allotted to each, irrespective of size, but this was found to be unfair to the larger yachts:

Gasoline—

Allowance of gasoline figured as follows:

Gallons of gas equals—the square root of the load water line length, multiplied by the sum of the load water line length, multiplied by the sum of the load water line length, the extreme beam, and twice the freeboard; the product being divided by 13.

The freeboard measurement is to be taken from the water to the deck line at point of extreme beam.

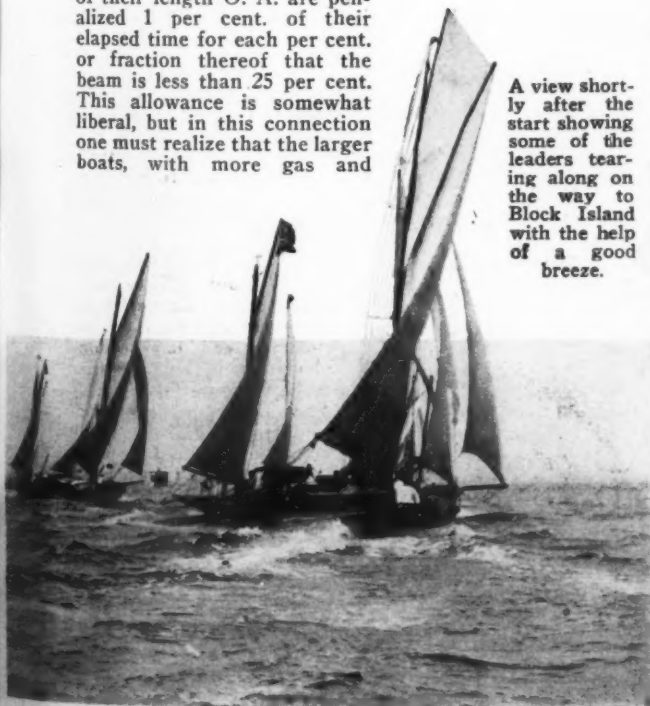
Yachts equipped with two-cycle motors will be allowed 20 per cent. more gasoline than indicated by the above formula.

Yachts equipped with motors having reduction gears will be allowed 20 per cent. less gasoline than indicated by the above formula.

The time allowance is twenty minutes per over-all foot to the nearest half-foot for all rigs for the course. Yachts having an extreme beam of less than 25 per cent. of their length O. A. are penalized 1 per cent. of their elapsed time for each per cent. or fraction thereof that the beam is less than 25 per cent. This allowance is somewhat liberal, but in this connection one must realize that the larger boats, with more gas and

The sloop Rambler, owned by A. Girtanner of the Bay-side Yacht Club, which proved to be the winner of the race, with an allowance of 23¾ gallons of gasoline.

A view shortly after the start showing some of the leaders tearing along on the way to Block Island with the help of a good breeze.



Photographs by M. Rosenfeld



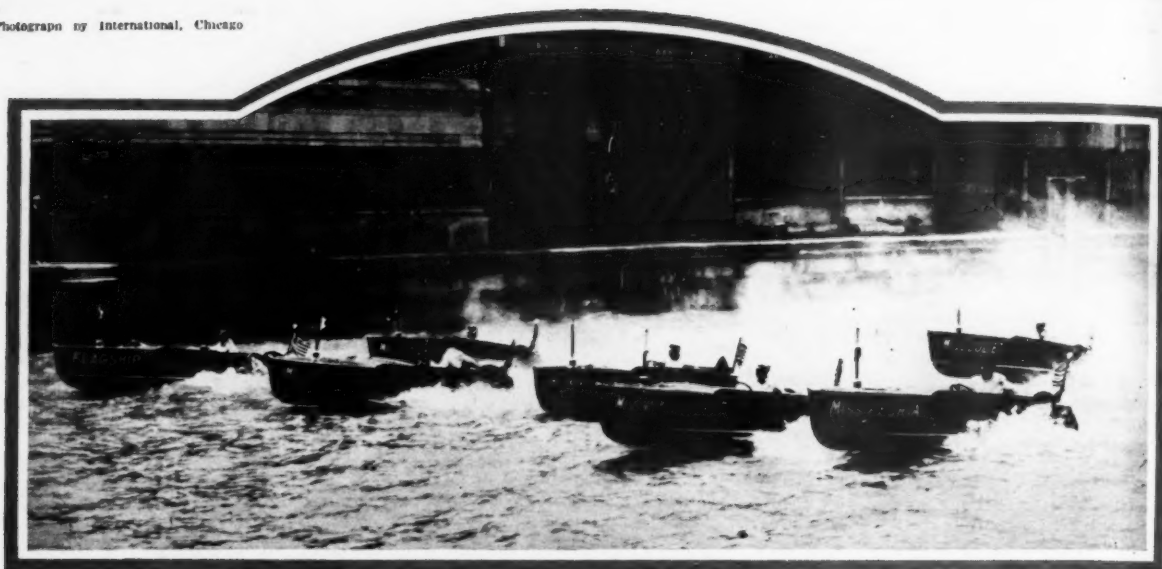
greater speed, with efficient use of power, have greater opportunity to control their schedule throughout the race, and with good judgment gain certain advantages peculiar to the course even in moderate weather. In heavy weather the advantages are all with the larger boats.

The penalty placed on yachts with beam ratios less than 25 per cent. of over-all length was introduced this year, to meet the growing possibility that the race would be marred for the wholesome cruiser by competition with the semi-racing type of yacht, and is an attempt to keep the race open and fair to all.

Those who have sailed this race know the great variety of conditions in wind, weather and tide which can upset carefully planned schedules and rosy hopes. In the writer's mind the race roughly divides itself into three stages of approximate even length. The run from the western end of Long Island Sound to Cornfield Lightship; from Cornfield Lightship out around Block Island and back into the Sound; and the last stage from Cornfield Lightship home. Schedules on all three of these legs of the race are interdependent, but the second leg is probably the most critical, and the schedule of the first leg is important from its influence on the second and third. Consequently, skippers and crews must constantly speculate on the chances for success in using their gas with the known and unknown elements of the unfinished portion of the race before them. Good seamanship and sail handling alone are not enough, and no two skippers have the same problems.

On Board Kumalong

As the fleet of seven schooners, six yawls, four sloops, two cutters and one ketch drives over the starting line it is a picture to thrill the heart of any yachtsman, and our spirits on Kumalong are high with hope. With a good leading breeze down the Sound after rounding (Continued on page 76)



Start of the long race from Chicago to New Orleans by seven runabouts, driven by outboard engines.

MISS VICKSBURG Wins Long OUTBOARD MOTOR RACE

Strenuous Contest Consuming Eleven Days and Covering Nearly 1,800 Miles Demonstrates Speed and Endurance of Small Craft

COMPLETION of the longest race ever staged for motor boats, the Chicago to New Orleans race in which all of the boats which were entered finished in perfect condition, gives definite proof to the skeptical that the day of fast, cheap and safe motor boating is at hand.

Perhaps no boating event in the past decade has been so audaciously conceived and successfully executed as the Lakes to Gulf race. Every great improvement made in boating has called for courage and tenacity of purpose and to the seven youthful drivers of the Aquaflyers and to the Johnson Motor Company, those interested in motor boating owe a debt of gratitude for accomplishing what experienced rivermen and boat racers said could not be done. Courage and tenacity were required aplenty to prove that the race could be run.



Robert D. Shaw, pilot of Miss Vicksburg, the winning Aquaflyer in the 1,750 mile Chicago to New Orleans outboard race

The idea that eight tiny boats, powered with Big Twin Johnson Outboard motors, could successfully compete in a race on the dangerous Illinois and Mississippi rivers was considered bold, if not actually silly, when the plan was first broached to rivermen. Further, the fact that all eight were expected to finish the race was smilingly called hopeful but impossible.

Photograph P. & A.

"If the race you have mapped out can be made safely and on schedule, there is no question but that you will have accomplished something of great value to motor boating besides interesting the whole middle west in the inland waterways," the sponsors of the race were told by rivermen when the subject was broached to them. But, these men said, "It is not possible for such small boats to navigate the rivers safely in low water much less in flood time. The rivers will be full of dangerous driftwood, whirl-

pools and eddies. The drivers will become lost not being able to follow the banks due to the flood. It will be impossible to get gasoline for long stretches because of towns being inundated. One man can not sit in the sun day after day driving a boat without getting sick and finally, no one can be expected to receive the racers in anything but a hostile manner in the South with so much suffering rampant as the result of the flood."

All these dangers were pointed out by river men and when the sponsors of the race persisted in saying the race would be run these same fellows wished good luck and reminded the promoters that a small motor would never stand up under a gruelling 1,700 mile race.

Despite all of the discouraging talk and advice, arrangements for running the race went ahead and with the able assistance of A. T. Griffith, secretary of the Mississippi Valley Power Boat Association and J. W. Sackrider, official starter of the Association, everything was ready for the start from the Municipal Pier at Chicago the noon of June 18.

Before mentioning anything about the race itself it might be of interest to tell of the arrangements that had been made to assure the success of the race.

Six months ago the idea of a Chicago to New Orleans race was conceived and officials of the Lakes to Gulf Race Association were interested in the plan to such an extent that they promised to sponsor the race and give it their active support and co-operation. Officials of the race then put the plans before Mayor William Hale Thompson of Chicago, who suggested that the race be run in the interest of arousing public sentiment in the inland waterways and promised to give the race his enthusiastic support.

A canvass was made of all river towns at which stops would have to be made in the race and everywhere the idea met with an enthusiastic response. Mayor Thompson offered a \$500.00 cup for the winner of the race and Mayors

Arthur O'Keefe of New Orleans, Victor Miller of St. Louis, Rowlett Paine of Memphis, Hossley of Vicksburg and Congressman Hull of Peoria donated beautiful cups to be given the winners of laps

in the race that would terminate in their respective cities.

The Chambers of Commerce and Civic Associations of Cairo, Illinois, Baton Rouge, Louisiana, and Joliet, Illinois, also donated handsome trophies.

Because it was found absolutely impossible to run various boats down the dilapidated Illinois-Michigan canal from Chicago to the Illinois river, officials of the Lakes to Gulf Association decided to have all the boats in the race of one type. The Aqua flyer, because of the fact that it would draw but four inches of water, was durable and at the same time fast, was chosen as the type of boat to be used.

Various chambers of commerce and commercial clubs in the cities of Joliet, Peoria, St. Louis, Memphis, Vicksburg and New Orleans were asked if they would be willing to enter an Aqua flyer in the race and supply a driver. Not only did representatives of these cities jump at the chance to enter boats, but the cities of Cairo, Baton Rouge, Natchez, and Cape Girardeau begged to be allowed to have boats in the race also.

So that the race would be a thoroughly sporting proposition, all of the drivers were brought to Chicago before the start of the race and each man drew lots for the boat he was to drive so that no driver would have a boat that he was more familiar with than the others. Also, the lighter drivers had to carry extra weight in their boats so that they would not have an advantage over the heavier boys. The drivers were then given a day's instruction on how to handle their Johnson Motors and the names of the cities from which they were entered were painted on their boats.

At noon on June 18, J. W. Sackrider flagged the boats across the starting line at the Municipal Pier, Chicago, and the seven racers accompanied by a mechanics boat were off

(Continued on page 80)



The Mayor William Hale Thompson Trophy won by Miss Vicksburg

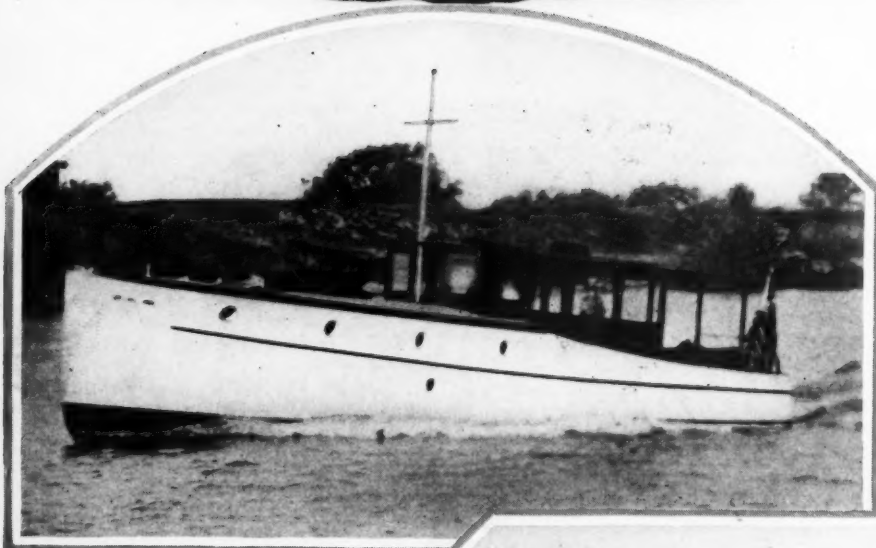
Miss Vicksburg leading the way into New Orleans closely followed by Miss New Orleans



The Choice of Smart Builders



A 36 foot Keyport standard trunk cabin sea skiff which has a beam of 9 1/4 feet. The builders, Keyport Boat Works, regularly supply a G6, 150 h.p. Scripps engine which delivers a speed of 20 miles

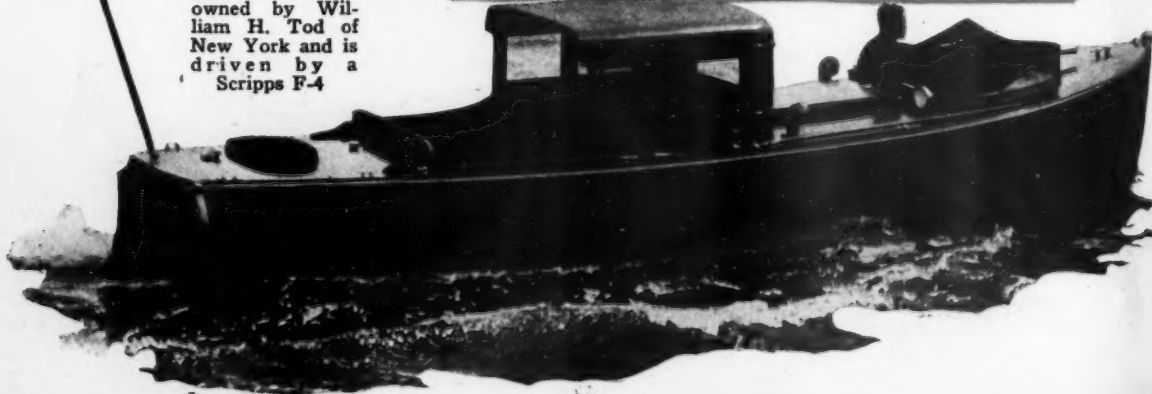


Stephens Brothers of Stockton, Calif., are the builders of this fine 39 foot standardized cruiser which they equip with a pair of F-6 Scripps engines. They guarantee 17 miles, but boats on trials have exceeded this by 5 miles

Mahapa, a 35 foot Sea Skiff cruiser owned by H. S. Thomas of Cleveland, and built by the Lund Thomas Company. It is powered with a G-6, 150 h.p. Scripps engine which produces 21 miles speed

A smart yacht tender of the modern type which is carried on davits on the yacht Saelmo. She is owned by William H. Tod of New York and is driven by a Scripps F-4

*Boat Builders Say
Excellent Per-
formance of
Boats is Due to
Scripps Power
Plants*



Up and Down GLEN CANYON of the Colorado

*Difficulties Increase for the Three Explorers
As the Little Boat Is Forced Along Through
Rapids and Shallows on the Way to the Sea*

By Lewis R. Freeman

*Author of "In the Tracks of the Trades," "Down the Yellowstone,"
"By Waterways to Gotham," etc., etc.*

Part X—Into the Depths of the Delta

ACCORDING to Engineer Higley, who had built the Pescadero Dam, there was a hundred feet of fall between the end of that structure, where we had launched our boat, and tide-water at the head of the Gulf of California. This drop, he thought, was probably equal to two feet to the mile, or as much as the average declivity from the mouth of the Grand Canyon to Yuma.

With this much fall and a clear channel all the way to the Gulf, the river could be kept flowing in that direction for many years. The trouble was that it was inclined to spread at high water and deposit its silt, thus gradually damming itself off and turning its waters back toward the Imperial Valley, which, at its lowest point in Salton Sea, was a couple of hundred feet below the level of the ocean.

Unless the Colorado could cut a channel that would scour itself clear of silt, the diversion at this newly completed Pescadero Dam must shortly become useless; but it was hoped that it would in any event serve to mitigate the danger until a proper flood-control dam could be built at one of the sites in the canyoned section of the upper river which I had just visited with the U. S. Geological Survey party.

The important thing to be determined on our present trip was whether or not the river, after being turned loose into the primeval bush below the Pescadero Cut, had begun to scour a clear channel for itself. If not, the old fight of raising levees fast enough to keep ahead of the rising

silt would have to be resumed before the next high water. As soon as we left the artificial channel of the cut below the dam we should begin to get some idea of what the outlaw river had in its mind. Previous attempts to penetrate this flooded wilderness had met with slight success.

There was a current of a mile or two an hour in the clearer reaches of the water in the bottom of the cut, and where there was room to use the oars we made good progress. Now and then we grounded solidly, and here and there we had to get out and drag the boat over or around large piles of drift. With the well-scoured bottom fairly firm and hard, this was little trouble.

The little stream—completely de-silted and almost crystal clear—neither diminished nor augmented as long as it continued to flow between man-made banks. But where it reached the fringe of the Unknown at the end of the dredged cut it did the very thing we had feared—divided into two parts which flowed in almost opposite directions. There was not much to choose between the

diverging forks on the score of navigability, but because that to our left appeared a shade larger and more open we turned the prow of our argosy in between its brush-fringed banks.

At the end of a hundred yards a striking object lesson in the way of a river with a delta began to unfold. On emerging from the excavated channel the floods of the late high water appeared to have spread out through the mesquite in a broad lake-like sheet of slowly moving water. With its ve-



Our camp at the meeting of the waters



Easing the boat down a rapid in the delta

Through the jungle to unobstructed water at last, no menace now but the great tidal bore



locity checked the flood had deposited its silt very rapidly, and this had built up a new delta cone extending approximately at right angles to the direct course of the river to the Gulf.

Instead of cutting a channel through the low-spreading trees the Colorado had buried them. The trunks of the smaller mesquite and palo verde had disappeared completely, with only their scraggly topmost branches indicating what was below. Some of these already showed signs of succumbing to the submersion. The new ground level had been built up from eight to twelve feet in what could hardly have been more than a few weeks of overflow. Indeed, surveys made at this point subsequent to our trip showed an increase of elevation of thirteen feet just below the foot of the Pescadero Cut.

The tortuous channel into which we were headed had evidently been cut when the water began to drain off after the height of the flood. Its sheer banks were of newly deposited silt and its bottom was about on the level of the former surface of the ground. Here and there the undermined and caving banks revealed cross-sections of half buried mesquite. Such of these trees as stood in the channel had been cleared of earth to their roots, but most of these had served to anchor large piles of driftwood.

As the channel narrowed these obstructions became increasingly formidable as obstacles to navigation. At first it was only a matter of tumbling out and dragging the boat around the barriers, but as the water was decreased by successive forkings more and more places were encountered where it was necessary to cut through or lift over. This was slow and laborious work in either event; also, with the tree-tops filled with great slabs of easily dislodged silt and drift, it was vilely dirty. The boat would frequently emerge half full of earth and twigs from the tunnel cut for its passage through brush and drift.

Fork after fork was reached, each carrying off a trickle from our dwindling stream. In every instance we tried to pick the larger and least obstructed channel, but at the end of a mile from the foot of the cut the best we had in the way of a main Colorado was a ten-foot-wide stream that was all but completely blocked by trees and brush. It had become smaller than many forks we had passed by, but as it was probable that all of these latter would continue to divide and subdivide it was not thought worth while to try to work back to them.

It was no longer possible to ride in the boat for more than a few yards at a stretch, usually in the little lagoon backed up behind each pile of drift. At the obstructions one man chopped continuously with an ax, while the other two dragged away the debris



Foamy rapids tumbling under a grove of mesquite quite gave the effect of a snowy orchard

Looking out across the pool of a Canyon Glen, the sun never reaches this deeply shadowed bower



and worked the boat ahead as the way was cleared.

Priest almost severed a toe when a deflected blow with the ax landed on his bracing foot, but insisted on continuing with his work after binding up the cloven shoe with a piece of rope. I have known men to lay up for a week with a lesser cut.

The last quarter of a mile before we stopped for rest and lunch took us an hour to cover. Progress was equally slow until midafternoon, and then the almost solid mass of brush ahead defied all further progress by the channel we had been following. It really looked like the end—as though there was nothing left to do but take what we could on our backs and start working out of the maze on foot.

Quite apart from the disappointment of failure at so early a stage, this course offered far from an alluring prospect. We had passed places where we could have come more readily on foot than by boat, but there were just as many others where it was not at all certain that progress was possible by any other means than a boat. The prospect of having to swim across open channels had no especial terrors for us, but we had passed mud and brush-choked sloughs where neither wading nor swimming would have been a physical possibility. Before putting the practicability of a retreat to the test, therefore, we decided to scout for other possible channels of advance.

On climbing out to the sides of the channel in which the passage of the boat had been blocked we found that the banks were lower and firmer than above. This, as we presently discovered, was due to our having passed through and beyond the newly deposited delta cone or apex. Where we now were there had been a scouring out of the earth rather than an upbuilding of it; the tendency had been to undermine rather than to bury the trees. This indicated that there was a considerable slope to the terrain, and promised well-scoured channels if only they could be located and reached with the boat.

Our search for opener waterways was successful beyond all expectations. Priest, circling to the left, came upon a good-sized stream inside of a quarter of a mile. On the right Higley and I broke through to two others within a few hundred yards.

All of the water we had lost above appeared to be converging upon some point not very far below. The portage to the nearest stream on the right was a back-breaking piece of work, but we made it, with both boat and load, in little over an hour.

The stream upon which we relaunched the boat flowed over a bottom of adobe and twisted willow roots. The water was bright and clear and tumbled along at a rate of five or six (Continued on page 132)

Rambles *in* FLORIDA WATERS

The first of several articles describing interesting short cruises in Florida waters

*Through the Inland Waterway
From Palm Beach to Jupiter Inlet*

By Clarence E. Bosworth

AMERICANS may be the most inventive people in the world but one thing is certain, when it comes to rest, recreation and diversion, we win the painted wastebasket for stupidity. Most of us, when we want a change, do more of the same thing. For instance:

The man whose daily routine calls for motoring into town to the office, out to the factory, into town to the club, back to the office, out home, into town for the evening, with a final dash for sleeping quarters, decides that he needs a rest and a change.

What does he do? Notifies the family, gets out the big car and dashes off on a tour.

First stop, Mir-a-Mar-in-the-Mountains. An average of forty-five will put him there before dark. Away he goes. Muscles tense, eyes strained, wind roaring and landscape zipping by.

Nine-thirty. Mir-a-Mar-in-the-Mountains.

"Give us something to eat and a place to sleep. Drove up in nine hours. Could have made it in seven but for a blowout, rough roads and more traffic than I ever saw at this time of year.

"Call us at seven, will you? Got to get started early. Long drive to-morrow. Want to get to the Tip-Top House over in Long Meadow Valley by to-morrow night."

Ten days of this and the family is glad to get back home to peace and quiet. Even business seems like play after such a hectic period. Weeks pass; then the months; and Pop decides he's "got to get away again for a little rest and a change."

Big car. Big rush. Same thing all over again. Then, just about the time Pop should be enjoying the fruits of his labors, the papers tell what a fine man he WAS and how well fixed he left the family.

But, as a people, we Americans are young yet. We'll learn. Some of us have

The Shoreline of Palm Beach Point is a delight to travelers through the Inland Waterway



ral or-
interest-
Florida

learned. One of the best ways to keep from rushing all the time is to get sometimes, where you can't rush at all. Take the cockpit of a boat, for instance. In it, who wants to rush? What good would it do if you tried to rush? There, you'll find contentment because a boat is a contented sort of creature anyway.

Look at one sometime. Look long enough to let its fascination mellow your mind to placid receptivity. Watch a craft at anchor. There she sits on the water with splendid unconcern. Ships may pass, bound to the four corners of the earth. Let 'em go—that's their business.

Drone
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Dolphin in the Inland
Waterway passes Mun-
yon's Island

Hoary with age, great live
oaks fling their branches
far, while ferns grow in
profusion on their limbs

wind objects and stirs the sea, it makes no difference. Without the slightest suggestion of irritation or petulance, the trim craft lifts and settles with the same splendid serenity and pursues the even tenor of her way.

Carried by such a craft, who can do other than rest at ease?

Along the waterways, not even a hot-dog sign intrudes to suggest sordid things. The rush and roar of the highway is a thing apart—something to do only with that other world where men scramble, rush and scramble, even for rest and recreation.

Men rush to Florida every winter for rest and recreation. Florida being an agreeable sort of place, spent a few odd millions building wonderful motor roads and then, just to be doubly agreeable, set the speed limit at forty-five so that they rush faster. How they rest and recreate now! Make Miami from Palm Beach in an hour and three-quarters. Make Daytona in four and a half hours. Make Tampa in eight hours. And then, go back and tell how they saw Florida.

Pshaw! If you want to see Florida, get a boat. If you want real rest and real recreation and complete

Tough luck or good fortune—as you will. The anchored craft doesn't care.

These passing ships may send their ruffling wake to rock the anchored craft. What of it? She flashes her gleaming sides to the sun a time or two and returns to rest.

When wind and tide change their course, with commendable tolerance, she swings to their gentle influence like a lazy, sleepy swan, too satisfied to bother about trifles. Watch her again when she is in motion. With utter confidence, she swishes along her course. If the



The beautiful shoreline of the Government
Reservation where Jupiter Lighthouse, and
the radio station are located

change, get a boat. Then you CAN'T rush: you'll be doing something entirely different: you'll be able to reach the most enchanting spots in tropical America. And, when you want to anchor or tie up to enjoy some particularly appealing spot, you can do so without the nervous tension of parking on a highway where some speed demon is liable to wizz along and side-swipe you, or bawl you out for parking on the road-side.

Most of us down here who have been won to the boat idea have been road-burners too. We've graduated from touring to cruising. If we can arrange it, we're going to be old, old men before the papers get a chance to tell what fine men we WERE.

These last few weeks, we've been having a wonderful time. Old Ponce de Leon certainly found the Fountain of Youth for us, even if he failed to find it for himself.

In the group were Charlie, who counts that year lost in which he writes less than a million in life insurance; Bill, who owns a few odd theatres; Ed, who is one of those fellows who twists your spine stretches your neck and gets paid for it; and, yours truly, who peddles things in foreign countries for American manufacturers when he isn't fishing or doing something else important. You'll see from the line-up that we are all experienced boatmen.

We all subscribe to MoToR BoatinG. That's where we get our technical knowledge. Since Huck wrote about it in the June number, we even know how to fly our flags. We've even gone Huck one better. We tore our guest flag into four strips. Everytime one of us goes ashore, we pull down a strip. Dockmasters always feel relieved when all four strips are flying.

Well, this year we assembled by appointment at 6 a.m. only we were all an hour and three-quarters to two hours late, so that made us all on time. For an hour

we were stowing things aboard and then we took on gas and oil. That done, we were ready.

Ed took the first trick at the wheel and the moment we backed out into the stream, we all heaved sighs of contentment. We relaxed mentally and physically—not consciously, just naturally; and we began that instant to enjoy ourselves.

Dolphin is a Matthews 38 and we have four big easy chairs in the cockpit. What with the comfort of the chairs and the roominess of the craft, we have contentment in fullest measure whether we are on the go or lying at anchor. This year we chose to wander northward through the Inland Waterway and take time to really enjoy the beauty and romance of Old Florida. We ran when we liked; fished when we liked; and loafed when we cared to.

Like most boat owners, we think our particular Matthews 38 is the greatest craft in the world. We not only think it—we KNOW it; and, we're prepared to argue singly or en masse to convince any doubter.

Down here we have to have a boat that doesn't need the Tuscarora Deep to float it. Half the fun of boating in Florida is found in running into shallow bays, canals, rivers and lazy lagoons. The other half is found in running out to sea to fish, or across the Gulf Stream to visit the Bahamas. The weather down here is usually kindly disposed but, sometimes the wind blows, kicks up the seas, and, you feel a lot more comfortable on a boat that lifts and settles than you do on one that pitches and pounds, slithers and slats, squeaks and squawks as though every minute

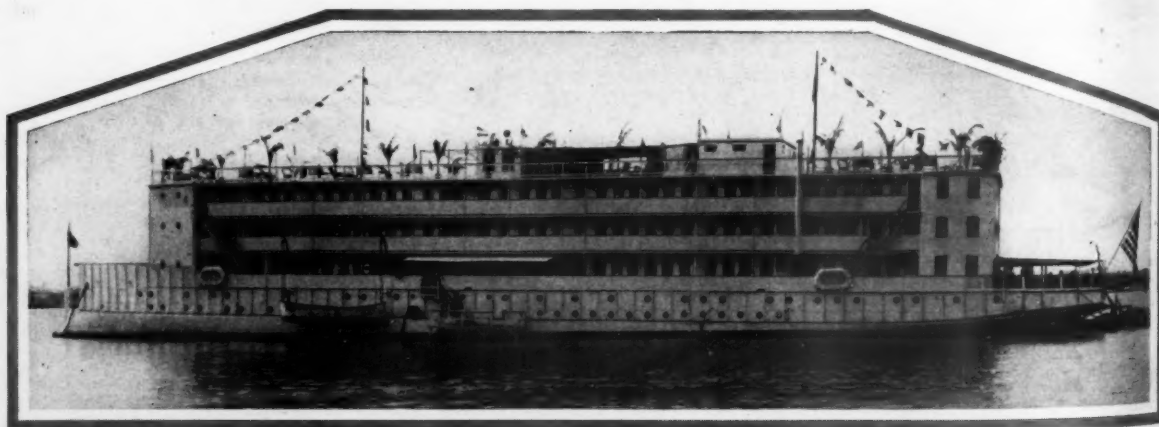
would be the last.

Also, we fellows are not all Captain Hartleys and we like a boat that is more or less automatic. Sometimes this quality is described as fool proof. More than that, we're all city broke and we like comfort. We like room! We've got that in the Matthews, too. And, we like good things to eat.

(Continued on page 138)



Signal flags invited us to explore the estate of the late Wm. H. Sperry—or, at least, we thought they did



Swords have been beaten into plowshares for centuries, but this is the first time a War Ship has been re-built into a Hotel

Craig Trophy

Goes to
**RIVERSIDE
YACHT
CLUB**

*Famous Ocean Racing Trophy
Brings Out
A Small Field
Of Only Three Contenders
Two of Which Finish
In The Race*



Photographs by M. Rosenfeld

Sea Dream, the new 42 foot special Elco cruiser, built for G. De F. Larner, which has proven to be the winner in all cruiser contests thus far

THE Craig Trophy given by James Craig has been for a number of years the premier trophy in the East raced for by motor cruisers. Originally donated to sponsor long distance ocean racing, the Deed of Gift covering the trophy states that the total race distance shall be one hundred and fifty nautical miles or more of which at least one hundred nautical miles must be in the open sea exclusive of bays, rivers, harbors or inlets of any kind and shall be open to cruising boats of not less than thirty nor more than sixty feet water line length.

This year's Craig Trophy race held under the auspices of the New York Athletic Club was over a course from Execution Light around Montauk Point with the finish line at Sheephead Bay—a total distance of approximately two hundred nautical miles. The course as laid out was particularly interesting in that part of the distance lay in Long Island and Gardiner Sounds with the attendant need for careful navigation through Plum Gut and around Montauk Point in case of foggy weather, while the remainder of the course along the south shore of Long Island in case of a southeasterly or southwesterly blow would have tested the sea-going qualities of the contestants to the maximum. It so happened that in this year's race favorable weather was encountered from start to finish although severe thunder storms were seen all around the horizon.

In view of the importance of this race it was exceedingly disappointing that although eight boats had signified their intention of competing only three boats appeared at the starting line; namely, Sea Dream III representing the Riverside Yacht Club, owned by G. de

F. Larner; Ranger representing the Manhasset Bay Yacht Club, owned by H. M. Baker; and Idler III representing the Sheephead Bay Yacht Club, owned by O. E. Von Au.

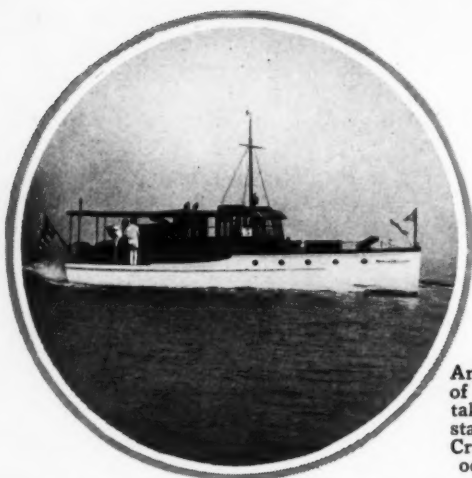
An enjoyable dinner at Travers Island was tendered the competing yachtsmen the night before the race by the Regatta Committee of the New York Athletic Club.

Sharply at ten o'clock on Friday, July 29, the three boats competing crossed the starting line between the red and black buoy North of Execution Light and the Committee Boat. A course of E $\frac{1}{2}$ N was set for the Black Can Buoy off Eaton's Point.

Idler III, power with a 120 h.p. Stearns 6, immediately jumped into the lead followed by Ranger, an Elco Cruisette, with Sea Dream III, a special Elco 42, bringing up the rear. Inasmuch as the writer was a member of the crew of Sea Dream III this account must necessarily deal more particularly with the trip of that boat. However, conditions encountered by Sea Dream III were not different from those met with by the other contestants.

Because of a strong flood tide it was determined to keep as close to the Long Island Shore as was consistent with a straight through course to Plum Gut. Within half an hour after the start Idler III was barely visible ahead in the heavy haze that hung over the Sound. We soon picked up Matinick Light, passed Lloyds Point and at 11.49 were abeam Eaton's Point, which gave us an average of 8.9 knots for the 16 $\frac{1}{4}$ mile run.

Ranger did not seem to be gaining on us as much as we had expected but by this time Idler III was out of sight. We divided the crew into two hour watches and snugged



Another view of Sea Dream taken at the start of the Craig Trophy ocean race.

everything down preparatory to the long run before us. The Log shows that the barometer was 30.01, weather hazy, wind and sea none, tide last stages of flood. At 1.10 P. M. we were abeam Oldfield Point and changed our course to 89 degrees magnetic for Orient Point Light. With the slackening of the flood tide we began to pick up speed and were soon doing over nine knots. Horton's Point was passed at 4.19 P. M. and just one hour later Orient Point was abeam, the last eleven miles being done in just one hour, showing the great strength of the ebb tide.

By this time the sky had become overcast and a moderate breeze was coming in from the southwest. The barometer had been dropping slightly and there was every indication that there were storms around us. After rounding Orient Point Light we squared away for Montauk Point passing the Ruins close aboard, and later Shagwong Rock. The tide had now turned against us and a lively chop was making up before the freshening breeze. The visibility was poor and astern of us it looked as though we had just missed a storm of considerable intensity. Ranger was a mere dot in the distance ahead. We were exceedingly gratified, however, that we had held them in sight so long.

At 7:23 P. M. Great Eastern Rock Buoy and Montauk Point Light were in line. A Coast Guard boat changed her course to look us over but continued on her way into Gardiner's Sound. As we rounded the point we were met by a big swell from the southwest. Lightning was playing all about us but there was no wind. Ranger had rounded the Point forty minutes before us and was now out of sight in the gloom ahead. Keeping about a mile off shore while rounding the Point we finally established our departure for Fire Island Lightship on a course of WxS at 8:25 P. M. We had planned to run down the beach keeping off shore at least two miles to avoid some fish pounds concerning which the crew of the Idler III had generously informed us. The wind suddenly shifted to the North and blew hard for about fifteen minutes but from then until the end of the race there was no wind to speak of.

Due to the size of the swells, which were about seven feet high and about fifty feet between crests, it was impossible to make much headway in the galley so we served a cold supper in the deck house consisting of fried chicken, saratoga chips, raisin bread and fruit. Johnny Atwater and the writer essayed some bananas in

addition and herewith affirm that bananas should not be included in the diet of those subject to pitching and tossing and rolling in a small boat. Those few small bananas assumed larger and larger proportions as the night wore on.

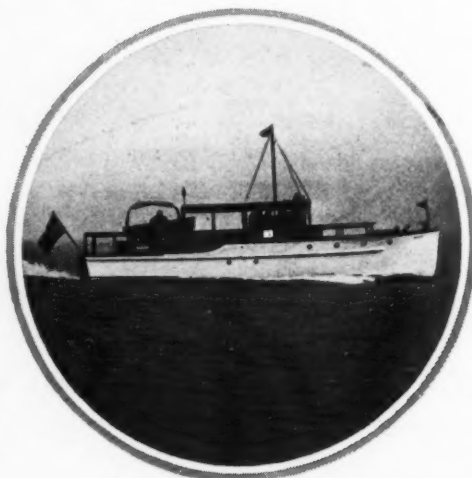
Two tows of three barges each were passed at 9 P. M. which gave us a good check on our course. At 9:20 P. M. Shinnecock Light was sighted two points on the starboard bow. The lights of Southampton and Easthampton were plainly visible in spite of the overcast condition of the sky which looked as though there might be rain at any moment.

It was soon discovered that due to the wild swinging of the compass in its gimbals an accurate course could not be steered. The compass card would swing at times as much as eight points and would take more than a minute to return to its correct position. The length of the seas and the course we were steering were just enough to make Sea Dream III, in spite of her twenty-five hundred pounds of ballast and two hundred gallons of gasoline, roll and put her nose down to the bow light with every wave. We then devised a kind of bridle to steady the compass but this did not work satisfactorily until the lashings were run fore and aft and athwartships to coincide with the swivels of the gimbals. Thereafter it was possible to steer a more accurate course with the card not swinging more than one-half a point in either direction from the course.

At 11:25 Shinnecock Light was abeam and a bow and beam bearing placed us about five miles off the beach. The excessive motion of the ship made moving around difficult but those off watch had little difficulty in going to sleep in the comfortable berths of the after cabin. The phosphorescence in the water and the swish of the waves as they passed under the stern gave one the fascinating sensation of extreme speed. Our actual speed, however, was being held down to less than nine knots inasmuch as we were now bucking an easterly current.

At three o'clock in the morning we sighted at two points on the starboard bow an occulting light which we determined to be Fire Light Vessel. We were surprised to find the Lightship on our starboard hand and figured we must have been very poor steersmen to be so far off our course. This error was ex-

(Continued on page 142)



Idler, the big Stern's powered cruiser, entered by Otto Van Au of the Sheepshead Bay Yacht Club



Ranger, a standard 34 foot Elco Cruisette, owned by H. M. Baker, finished second



Washington Regatta

to Decide

NATIONAL OUTBOARD

Championships

Hall-Scott Trophy for Class B and A. C. F. Cup for Class C Outboards to Be Raced for September 16 and 17

The A. C. F. Trophy representing the Free-for-All Outboard Championship of America

AT THE Annual President's Cup Regatta which will be held on the Potomac River at Washington, D. C., on September 16 and 17, the American Power Boat Association Outboard Championships in both Class B and Class C will be decided. Two new national perpetual trophies have been presented to the American Power Boat Association for annual competition in these classes.

For Class B, which includes all motors up to a piston displacement of twenty cubic inches, the Hall-Scott Motor Car Company have presented a most beautiful trophy, made by Caldwell of Philadelphia, which will go to the owner of the winning boat for a period of one year. In Class C, which is the unlimited class, the trophy known as the A. C. F. Trophy, also made by Caldwell, and presented to the American Power Boat Association by the American Car and Foundry Company will be the award to the winning boat.

Each race will consist of three heats of about 2½ miles each, the winner being determined by the point system. There will be no restriction as to type of hull used, and the regular American Power Boat Association racing rules governing contests between outboards will prevail.

It is expected that the entry list of outboards at the Washington Regatta will be the largest of any event held in this country this summer. It is the place where the winners of all the important events in the east and south will get together to finally decide the champion of 1927 in these two classes.

In addition to the classes for the outboards at the Washington Regatta, there will be classes for all other types of boats, including Gold Cup craft, 151 inch hydroplanes, and Sweepstakes boats. The President's Trophy, sponsored by President Coolidge will be raced for. It will be recalled that in 1926 the President's trophy was won by Cigarette IV, owned by L. Gordon Hamersley,

representing the Columbia Yacht Club of New York City.

A new event this year for Washington will be the annual competition for the Horace E. Dodge Memorial Trophy, presented to the American Power Boat Association several years ago by Horace E. Dodge of Detroit. The Dodge Memorial Trophy was won last summer in the 150 mile sweepstakes race at Detroit by Carl G. Fisher's Rowdy, driven by that veteran driver Victor Kliesrath.

Full particulars in reference to the Washington Regatta may be obtained from Commodore W. A. Rogers, Woodward Building, Washington, D. C.



Trophy presented by the Hall-Scott Motor Car Co. for the Class B Outboard Motor Championship



Seen at the RAC

*Yachtsmen and Mothers
Everywhere View the
... wick, Conn., Aug.*

Photographs by M. Rosenfeld

The victors: Commo-
dore George H. Town-
send, owner of Green-
wich Folly, and his
mechanician, William
Gillett

The Johnson Motor
Company crew at the
race: Messrs Knauer,
Chadbourne, Fox and
Grady



The helmsmen of the Gold Cup boats:
top row: Victor Kliesrath, Hotsy To-
sy; G. H. Townsend, Greenwich Folly;
R. F. Hoyt, Imp; C. F. Chapman, Miss
Columbia; W. McP. Bigelow, Palm
Beach Days. Second Row: George
Wood, Baby Gar VII; A. Craft, Pirate;
Gar Wood, Baby Gar VIII; George
Graves, Shadowvite. Bottom Row:
Caleb Bragg, Baby Bootlegger; A. I.
Walbridge, owner of Pirate



at the Gold Cup RACES

and Members of the Industry from
Viewed the Regatta at Green-
Ponn., August Sixth

Arthur J. Utz, chairman of the
Starter's Committee, at work
with the rest of his Committee:
Messrs. Eldridge, Sedgwick,
Stevens, Drakely, Goetchius and
Heilner

Phil Wood of Detroit greets
Miss Helen Hentschel, champion
lady outboard race driver



cup boat;
otry To-
ch Foly;
nan, Min
w, Palm
George
t, Pirat
George
m Row
er; A. E.



Lieutenant
Commander
H. H. Hower,
President of
the Enter-
prise Oil Co.
of Buffalo,
discussing
lubrication
problems
with Com-
modore Gar
Wood

Other Race
Committee
chairmen con-
fer at Green-
wich; Roy
Gross of Bal-
timore, Dr.
H. P. Beck of
Newport, R.
I., W. A.
Rogers of
Washington,
D. C., and W.
D. Edenburn
of Detroit





Newg, the fast little English boat, owned and driven by Miss Carstairs, which was the defender in the races for the Duke of York Trophy

Little Spitfire Wins DUKE of YORK TROPHY

*American Boat Owned by J. H. Rand Easily Wins Three
Straight Heats for Duke of York Prize in England.*

PERHAPS it was as well that the U. S. A. came to Great Britain again this year, as the single entrant and competitor Mrs. James H. Rand, Jr., worthily upheld the prestige of a great nation of sportsmen in the marine motoring world.

The helmsman, Ralph Snoddy, had been over before in 1926 and had learned all about driftwood in English waters. He came prepared, at least one box of spare wheels was part of his equipment, but he used his running wheel throughout. No drift wood here!

Mrs. James H. Rand, Jr., little Jimmy and Ralph and Mrs. Snoddy arrived at Southampton on the steamer Mount Royal on the Tuesday before the start of the races on Saturday, the sixth of August and this year they were properly welcomed to the old country. Arthur Bray had passed the word and the white haired secretary, young Tristram Fox (retired Lt. Commander Royal Navy) awaited their arrival at the gangway with other representatives and newspaper men for the story. A proper welcome this. Mrs. Rand went straight to London, Ralph Snoddy dropped his boat and various tins of Richfield gas and a few spare bits and then he engaged his three henchmen. Some say they were to guard Ralph. Others the boat. They were indeed his

shadows throughout the meeting. Perhaps it was hardly necessary, as experience had taught the officials and proper housing and machine shops were available this year for the comfort of all. In addition, a fine dry shed housed Little Spitfire. The henchmen appreciated this as they had the evenings off; the iron door had a fine lock!!

What of the races? From the starting gun fired from the Royal Pier, at Southampton on the first day until 11:30 a. m. on August ninth, it was a foregone conclusion.

Ralph Snoddy set the pace from the very first lap and then saw that, barring accidents, the trophy was his. At no time did he really tread on the gas, and except for the last day, he hardly got wet.

The course was good, a straight-away for 1½ miles then back, three miles around, 10 times each day. This made the going slow, but it provided a good spectacle. He started off with a badly cut finger, due to a faulty oil connection, but he went right through the first race and then went to a doctor. Pretty good show this. He learned in the first race that oil was precious and had to bail waste oil from the bilge into the oil tank with his hand. This accounted for his one slow lap on the first day.

His only real rival was again that plucky little lady, Miss Carstairs, last year's winner. A real sportswoman driving a three year's old boat. She chased him around the course each day and the loud speakers on the pier announced almost with monotony the various laps, Little Spitfire, U. S. A., now completing her —th lap, followed by Newg, Great Britain.

So the three days passed and after two, Mrs. Rand knew that, barring accidents, the trophy was her's: U. S. A., 8 points; Great Britain, Newg, 4 points; Miss Betty, 2 points; Bela was not much in the picture, but the efforts of Mr. Bersey were admired. He had designed, built and installed his motor in his first boat and he fought bad luck from the beginning, only to be knocked

out with valve trouble and sea water in his sump, instead of the sea.

Tuesday, the ninth of August heard the finishing gun and then the presentation to the winners. Capt. Viscount Curzon, R.N.V.R., turned up to do honor to the victors and right royally he did it. It was a pleasure for them to win if the sentiments expressed counted for anything. They were true words and both Mrs. Rand and Ralph Snoddy appreciated them and said so most kindly.

• This year there was no big committee and the organization was far better. The chairman at the official dinner on the eighth paid tribute to the one person, who, with the secretary, had made this great British race a success.

The story is a short one, but perhaps next year, if rumor has it right, the competition will be greater. Old boats and engines cannot go on winning International Trophies and no doubt some modern British 8 cylinder stuff will figure in next year's contest.

In conclusion, and it was a happy coincidence, that the starting line for this year's contest was actually on the spot from where the Pilgrim Fathers set sail in the Mayflower. The monument to mark this spot was in sight of the line which the soaking Ralph Snoddy crossed with his last gun on Tuesday after a rough and wet final heat.

(Continued on page 166)



Photograph by International

Mrs. J. H. Rand, wife of the owner, congratulates Ralph Snoddy on his victory in three straight heats at Southampton

Photograph by M. Rosenfeld



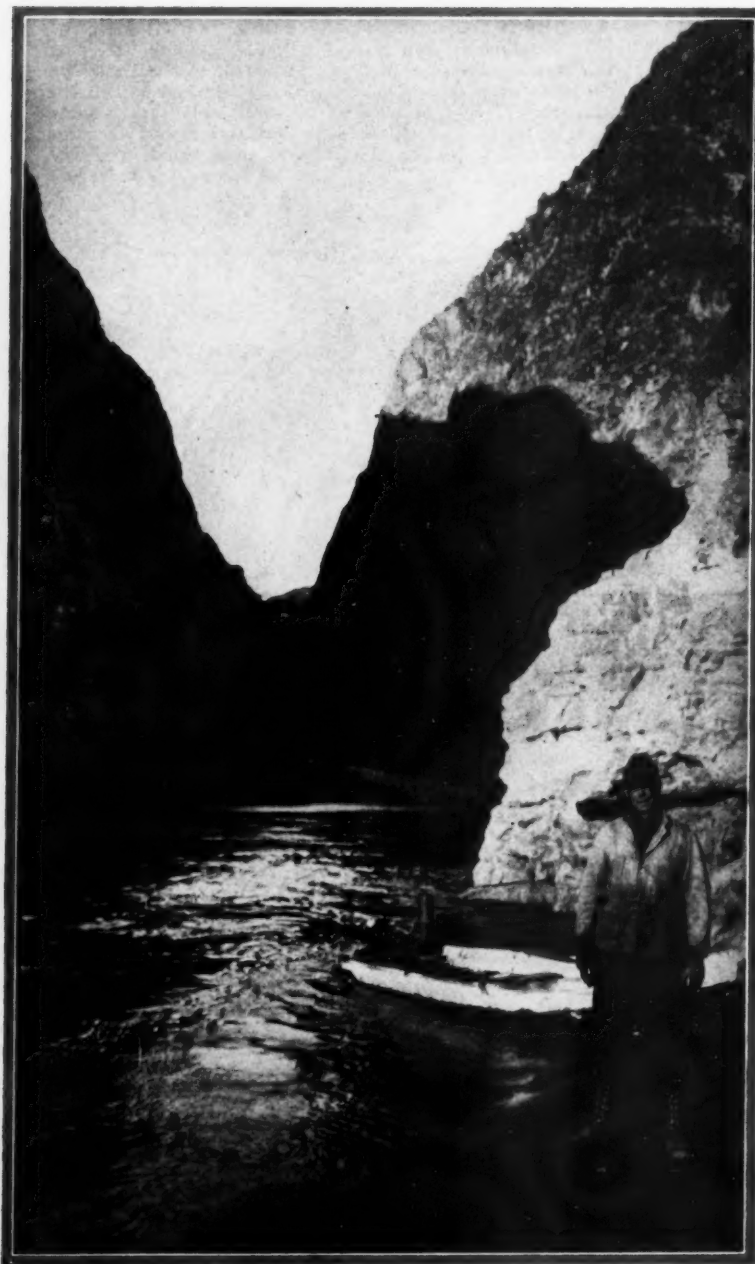
Little Spitfire, the Miller engined 1½ liter racer, owned by J. H. Rand, which won the Duke of York Trophy

THE DESERT

The West's Newest Boating Ground

by John Anson Ford

Photographs by the Author



Ray Gossett who acted as our mentor on our journey down the turbulent Colorado

THE desert as a premier boating ground is something altogether new in the history of mankind. With the exception of Cleopatra who did considerable cruising on the Nile, the desert has furnished little boating of any kind for previous generations of the human race. Now all that is being changed through the vision and industry of hardy engineers. Fishing, hunting, pleasure boating amid some of the sublimest natural settings that Nature owns are now possible because water is being stored in the desert. While the latter is being made to blossom as the well-known rose, it is adding pastime to fragrance. Aquatic recreation which the waste land of the ages now promises to offer the dwellers in, and travellers to, the West is one of the most fascinating aspects of our country's swift development. So close are we to realization of this dream that it becomes a practical factor in the affairs of every one having a commercial or recreational interest in boating, fishing, and the like.

These forms of sport are now accomplished facts as I can testify from several delightful personal experiences. I will not soon forget the thrill akin to awe that accompanied a motor boat jaunt on the swift running chocolate colored Colorado River between the gigantic granite walls of Boulder Canyon, after having travelled across 400 miles of desert waste to enjoy this unusual pastime. We had made the long arduous trip from southern California to Las Vegas, Nevada by motor car in one day. Hurrying through a desert man's breakfast of ham and eggs in the railroad restaurant at Las Vegas we resumed our journey heading the car over the new trail leading to the proposed Boulder Canyon dam-site on the Colorado. It was fifty miles of magnificent, awesome desolation through which we passed, the motor frequently toiling up rugged mountain slopes only to plunge downward again. At length we descended into a high walled dry wash, the gravel and stones affording our only road bed. It was hard to realize that we had entered the basin adjoining the Colorado which is eventually to be transformed into an artificial lake some 160,000 acres in extent. The eye

could easily follow the approximate location of the high water line as it will appear when the colossal conservation project which has such enthusiastic backing from Secretary Hoover, and six of the seven states most intimately involved, becomes a reality.

Finally we caught a gumpse of shining water ahead and we stopped speculating on the huge reservoir that is yet to

More fisherman's luck, all made possible because hardy engineers in the Southwest have created beautiful reservoirs for boating and fishing in a region which once did not hold enough water to float a mud turtle



built. That is," he interjected, "it will be a part of the basin if politicians and short sightedness do not wreck the plan which otherwise seems certain of adoption."

So saying he led the way along a foot-path that skirted the river for a mile. It was hard to judge distances in a region in which every thing

was on such a grand scale. The nearer we came to the canyon mouth the more splendid was the sight which it presented. Behind a huge boulder which created a frothy eddy in the rushing water, a couple of Evinrude-motored boats awaited us. The power units were of an ancient vintage, with but one lung each. Presently Gossett explained that no motor could operate with an underwater pump for long, hence the addition of an adjunct closely resembling a smoke stack.

This, it developed was a gravity-feed water cooling system, the cylindrical upright serving as

be created and began thinking about enjoying the picturesque river as it is today, unhampered by any artificial barriers. A giant of a man in high lace boots, khaki suit and a sombrero as brown as the waters of the rushing river by which he stood greeted us cordially as we halted at the government engineers' camp.

"Yes, we can give you a dandy run on the Colorado, if you wish," our new friend Ray Gossett by name, explained. "That's the mouth of Boulder Canyon, yonder," pointing to a deep gash in the granite mountains a mile away. Through the gap the turbid river poured its flood and was lost to view. "You have come down through the Virgin River basin," he continued, "which is to be part of the great reservoir after the dam is



About to start into Boulder Canyon. The smokestack auxiliary for the one-lung motors (not yet in place when this shot was made) were employed to provide water for cooling, by gravity



a reservoir which was intermittently filled by the Armstrong and Bailey method, i.e. one passenger was given the task of frequently dipping down into the stream and pouring a bucket of water into the standpipe.

We took our places in the larger of the two boats and our guide gave the motor a pull which started it to barking joyfully. Slipping out into the broad stream we found ourselves travelling on a seven-mile current. The river was nearly 300 yards wide at our starting point but narrowed perceptibly as it swirled its way farther and farther into the gorge whose reddish walls rose 1,800 feet on either side.

It was the kind of motor boating that one can enjoy nowhere else in the United States. Each bend in the stream brought new vistas of crags, and cliffs and mountain peaks into view. When the motor was cut off and we drifted with the swift current only the sound of the rushing water broke the desert silence. Man and all his civilization seemed as far away as if we had spent months instead of a few days reaching this spot.

"Boulder Canyon and Black Canyon practically merge into one another," Gossett explained. "Some folks want the big dam in one and some want it in another. Likewise some want this dam built by private capital and others by government funds. But you men who are interested in the recreational development of the region are not interested in that question so much. The big thing which we all realize is that eventually somebody, either Herbert Hoover or the big power interests are going to create the great reservoir here. Everybody recognizes it as a certainty because floods and irrigation interests alike make it imperative."

Pointing back toward the broad basin from which we had come Gossett explained, "Here will be created one of the premier boating courses of the country. Just as the Roosevelt Dam in Arizona has opened up

vistas and canyons to the boatman where game and fishing abound, so this great dam 600 or 700 feet high
In the heart of Boulder Canyon we got out on a sandbar and craned our necks in an effort to see the tops of the canyon wall. This photo shows the approximate site of the great dam which will impound 31,000,000 acre feet of water

vistas and canyons to the boatman where game and fishing abound, so this great dam 600 or 700 feet high

(Continued on 144)



The end of our 450 mile trek across the desert: Mouth of Boulder Canyon on the Colorado River showing the lower end of the great basin which will be filled with water when the dam is erected at a point a short distance below the gorge into which the river flows

Racing *and* Racing

YET MORE

*Boat Clubs
Enthusiastically Promote
Races for All Manner
of Craft
Outboard and Cruiser
Events Most Popular*



Some stirring racing at the Bay Head Yacht Club's Regatta at Meadowmere with three of the fast 151's battling for the lead

Photographs by M. Rosenfeld

THE month just passed has been perhaps the busiest in the entire history of motor boat racing. There is hardly a yacht or motor boat club in existence anywhere which has not staged some sort of a motor boat race. Some of these have been small and local, while others of these have been sufficiently pretentious to invite contenders from distant points. The fact that the racing events have been so numerous attests strongly to the growing popularity and enthusiasm for this type of sport.

Much attention has been given to the contest for *The Rudder Trophy*, which was held on Peoria Lake at Peoria, Ill. on July 23 and 24. This Trophy is the one which was carried off to Canada by Brown Brothers, two years ago, and which was brought back to the United States last year by Waugh Brothers of Peoria. The competition for this Trophy is limited to 151 inch hydro-

planes, and the racing for it has done a good deal to develop these boats into the present high speed machines. The racing this year was of the same high order as previous contests, and the contenders were Miss California, driven by Dick Loynes; Baby Ruth, driven by Stanley L. Reed, and owned by Otto Schnering of Chicago; Miss Buckeye, driven by Gibson L. Bradfield; Miss Peoria, to be driven by Pierce and Scott of Detroit; and the defender Boots II, owned by Waugh Brothers.

A few days before the race the word was received that Charles A. Scott, of the Pierce Scott Company had been killed in an automobile accident in Detroit, so that it was necessary to find another boat to take its place on the team. Miss Danville, owned by F. C. Carter, was selected for this place. As the race was being handled by the Illinois Valley Y. & C. Club of Peoria, a course was laid out on upper Peoria Lake, with the required straight



Miss California, the winner at the Peoria races for *The Rudder Trophy* which now goes to the Pacific Coast in custody of Dick Loynes

away miles. The timing was done by Gordon C. Gillies of Chicago, by means of a new electrical timing mechanism of the Elgin National Watch Company.

On the 23rd, the first heat showed that Baby Ruth and Miss California were to have a close battle for the leading place. During the ten rounds of the race, several of the contenders fell by the wayside, and Reed with Baby Ruth set the pace for round after round. Dick Loynes driving Miss California stuck tight close behind him, traveling without much effort. At the ninth lap, Dick Loynes stepped on his throttle, a little more heavily, and slid by Baby Ruth, and succeeded in winning this heat with a few seconds to spare at an average speed of 45.409 m.p.h.

Some races for Class C outboard motor boats filled in the time for the remainder of the afternoon, and this race was won by C. L. Payne, driving an eight horse power Johnson.

On the following day, July 24, the final two heats of the 151 inch class were to be run. Amid the applause of thousands of spectators, the final heat got away to an excellent start, and Boots II, Miss California, and Baby Ruth, ran along without much difference in their speeds, with Miss Buckeye and Miss Danville losing ground slightly. At the upper turn, Boots II threw Willard Waugh, and J. H. Lemm, out of the boat in each direction, while the boat did a somersault, landed right side up and running. The drivers of the other four boats spontaneously forgot about their chances of winning, shut their boats down, and Stanley Reed started in pursuit of the runaway, to prevent it from circling and injuring its crew who were swimming. As Reed overtook the flying Boots, his mechanic Stanley Schmanski did a remarkable broad jump from the stern of Baby Ruth into the runaway. He landed safely and soon had the boat running meekly back to the starting barge. Its crew had in the meanwhile been picked up, and after a half hour's delay, all hands were again ready for a new second heat. The same five boats started this heat the second time, and Boots and Baby Ruth took the lead with California marking time outside. Boots and Miss Danville, both failed in the second lap, while Miss Buckeye lasted five laps. The race between Baby Ruth and Miss California continued until the fifth lap, when Miss California took the lead,

and maintained it throughout, winning this heat.

The third heat scheduled for later in the day, only brought out three of the boats, Boots II and Miss Buckeye not being able to compete. This last heat was lead by Dick Loynes throughout, and he won easily with an average speed of 45.409 m.p.h. Baby Ruth was second, at a speed of 45.090, while Miss Danville dropped out during the second lap. As a result of the success of Miss California, *The Rudder* Trophy now goes to the Pacific Coast Hydroplane Association of Los Angeles.

The Colonial Yacht Club's Outboard Marathon

Another race which was planned long in advance, and which was run for its second year, was the Marathon race of the Colonial Yacht Club for outboard engined boats. This race covered a course of 30 miles length, and was originally intended to be a run up and down the Hudson River for the required distance. Suggestions were made however, which impelled the committee to use a three mile triangular course, one leg of which paralleled the water front on the Manhattan side of the river. It was the purpose to permit the thousands who assembled in Riverside Drive park on Sundays, to witness this event, and to arouse enthusiasm among non-boat owning people. The plan was excellent, and carried out



Lohara, the reliable express cruiser owned by Harris Racke, which won the Express Cruiser Championship of America



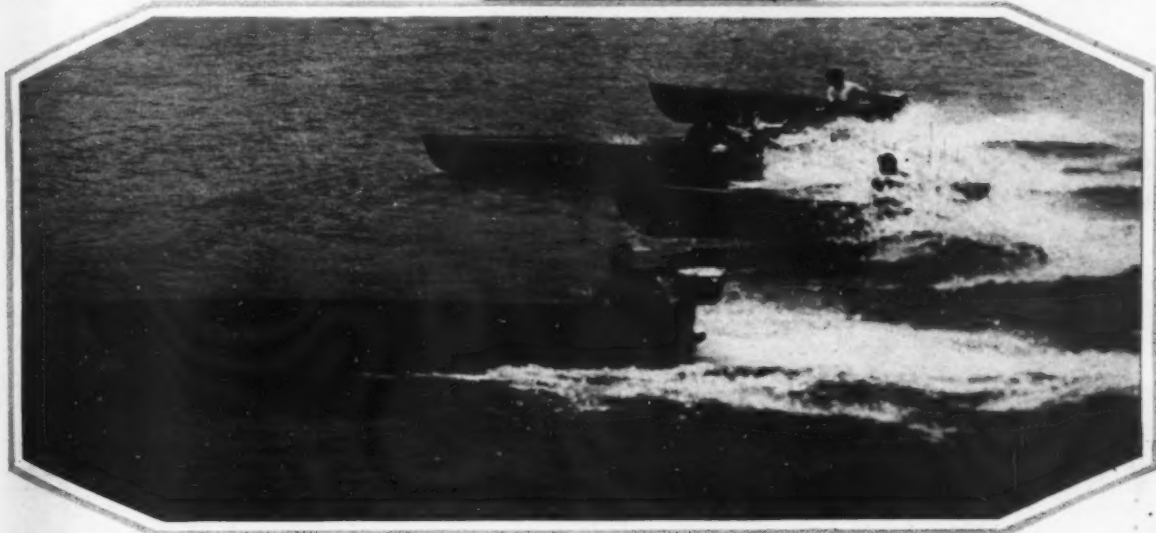
Miss Spitfire and New Yorker, two of the newer super-charged 151 inch hydroplanes, have a close race at Meadowmere

as suggested, but without consultation with the weather man. July 31st, the day of this race, will long be remembered in New York as the date of one of the heaviest downpours of rain which it has been the misfortune of New York City to suffer under in many years. Despite the rain, large numbers of outboard enthusiasts appeared and ran the course in the storm. Had anybody said prior to this event that it was possible for an outboard engine to keep running during such a downpour, he would probably have been called by a shorter and uglier term. We have it from one of the contestants, that the water slung from the top of the flywheel by the centrifugal force, was thrown off with such power and volume, as to cause black and blue marks on his arm where it struck. He states that the water came off the flywheel in a solid horizontal sheet, with the velocity of hailstones. It is certain that

Cute Craft, driven by Alfred Lang, who was the winner of the Colonial Yacht Club's Marathon race on the Hudson



A few of the class C outboards starting in the Hudson River Marathon during a pouring rain



each of the boats was rained completely full several times during the afternoon, and how they managed to stay afloat is more than we can say. The race was run in two classes, that is B and C for engines of under 20 and over 20 cubic inches piston displacement. In addition, a third class for canoes with class 1 engines was added, and four boats took part in this. This was won by V. E. Temple, who did the 6 miles of the course in 39 minutes. The race for Class B boats brought out 15 starters, and they bravely essayed the 30 mile trip around the triangular course. Between the rain storm and the turning over of several, only five were able to finish the race, these being Cute Craft, driven by Alfred Lang, the winner who covered the 30 miles in 1:31:30. The next boats to finish were Knigh, J. C. Smith; Cuty, Chas. Cooper; Miss Circuit Rider, Helen Hentschel; and Cute Craft II, Henry Mikkelsen.

The casualties in class C were even heavier than in the previous one. Twelve boats started in this race, and stopped one after another for many reasons. The Hudson River, never free from driftwood, was on this day covered with large expanses of floating debris, which wrecked havoc with the sheer pins of the poor little outboard engines. Some of the contestants, after having used up the entire available supply of pins, which they had carried with them, gave up the race in disgust. Others succumbed, due to the rain storm, while others ran out of gasoline. Whatever the reason, nine of the twelve had stopped running before the tenth round, and only the boat driven by George De Angelis finished the full ten laps. The remaining two boats, one driven by Kurtis Schenk and another by L. Bertsch, Jr. were flagged by the committee as they passed the committee boat

at the end of the eighth lap, and they were given second and third place respectively at that time. The Colonial Yacht Club, sponsors of this race, presented to each of the starters a very pretty little pin, which took the form of the flag emblem of the club, and a miniature replica of an outboard engine.

The Fire Island Yacht Club's Race

At Fire Island, in Great South Bay, the Fire Island Yacht Club conducted its first race day, and ran a race for cruisers under the Past Performance rule, over a twenty-five mile course laid out in the bay in front of the club house. This club is an enthusiastic and growing organization, and recently joined the American Power Boat Association in order to cooperate better with it in its racing rules. The speeds of the several boats which entered this race ranged from seven to 22 knots, and according to the Past Performance rules, they were started on the basis of their handicaps, over an interval of about an hour and a half. One of the boats was disqualified for failure to observe the course carefully, and a few of them suffered penalties for exceeding the rate of speed which they had declared for their boats. The race was won by Mary 'Gusta owned by Commodore A. L. George, which did the twenty-five miles in only eight seconds more time than had been computed as necessary on the basis of her stated speed. The second boat was Dream, owned by Abel Reggio, which was only thirty-eight seconds behind the winner. The fastest boat in the race was Chavalmar II, owned by Chas V. Snedeker, took third place, only 3:04 (Continued on page 112)



Start of class for stock runabouts at Gold Cup Regatta. There were 13 starters

STOCK RUNABOUTS *Provide* Greatest Thrill At GOLD CUP RACES

CHRIS-CRAFT did exceptionally well in the stock runabout race at the Gold Cup Regatta which event, unfortunately, was postponed from 2:30 until 7:00 o'clock on August 6.

There were 13 starters in this race including six 26-foot forty mile Chris-Craft powered with 150 h.p. Kermath engines; two Baby Gar Jrs.; one Chris-Craft Cadet powered with 100 h.p. Chrysler Marine Motor; one 22-foot Dodge Watercar powered with 8-cylinder Curtis motor; three 26-foot Dodge Watercars powered with Curtiss motors. A trophy was offered by Commodore Law for the first boat in, carrying 5 passengers, in addition to the trophy for winning this race.

Ted Law, son of Commodore Robert Law, Jr., of the Indian Harbor Yacht Club, driving the Chris-Craft Dinah, won first place. He carried four passengers besides himself and averaged 35.369 m.p.h., thereby winning his father's trophy as well as the trophy put up by the Committee.

The second boat was the 26-foot Chris-Craft entered by Bernard Smith of Algonac, Michigan, driven by Mrs. George H. Townsend. Mrs. Townsend also carried four additional passengers. The third boat was a Baby Gar Jr. carrying two passengers, Zelli, owned by B. S. Cun-

Stock Runabouts, One Heat, Six Miles August 6, 1927

Boat	Owner	Time	Speed	Position
Patsy	W. J. Mason & J. R. Johnson	11:19.39	31.793	7
Zelli	B. S. Cunningham	10:18.08	34.946	3
Zig-Zag	C. W. Baker	11:27.37	31.424	9
Chris-Craft	W. E. Major	10:46.44	33.413	4
Dinah	Theo. Law	10:10.69	35.369	1
Chris-Craft	B. Smith	10:17.77	34.964	2
Quest	W. S. Peet	11:07.84	32.341	6
Sialia	R. M. Andrews	10:54.39	33.007	5
Eedee	A. L. Bobrick	12:32.78	28.693	11
Creepy Mouse	A. B. Sullivan	12:09.41	29.612	10
Mamar	W. J. Crocker	12:47.94	28.127	12
Betty Laura	H. J. McKeon	12:58.29	27.753	13
Chris-Craft Cadet	B. Smith	11:24.32	31.564	8

Fastest Heat (6 miles) was made by Dinah. Time, 10:10.69. Speed, 35.369 m.p.h.

Fastest Lap (3 miles) was made by Dinah. Time, 5:02.28. Speed, 35.728 m.p.h.

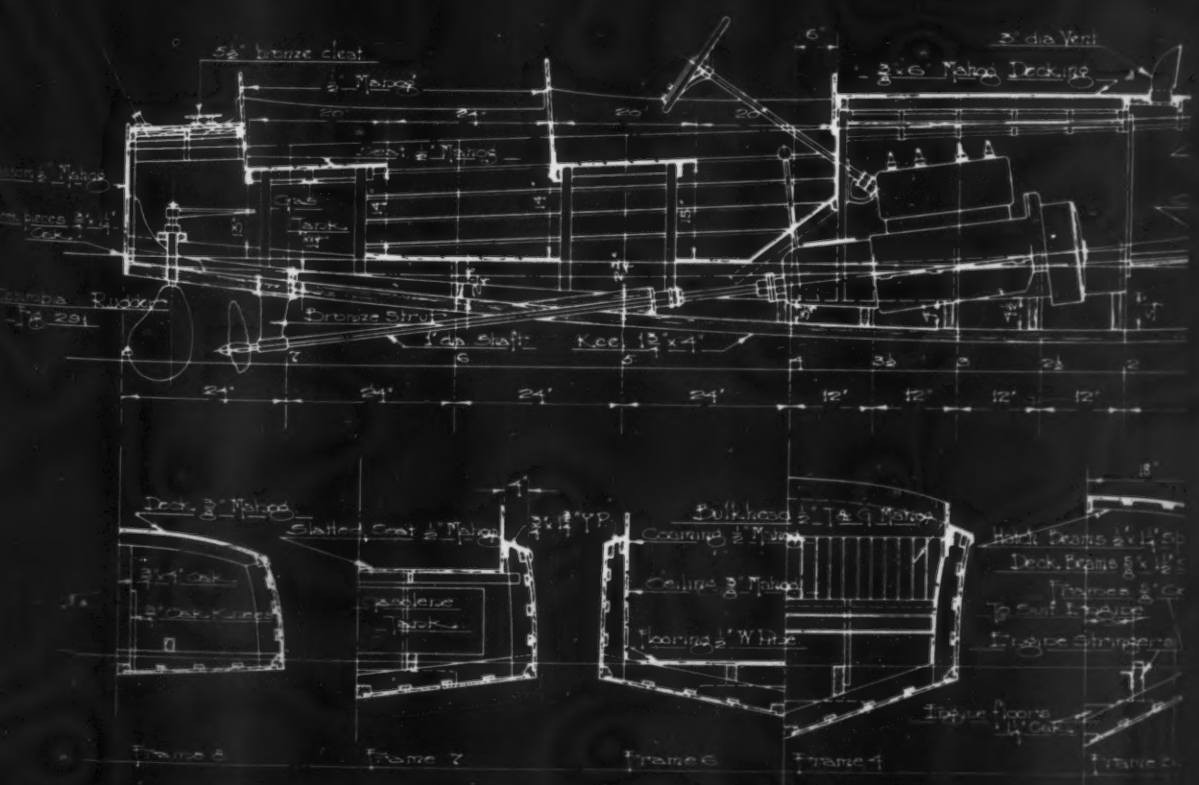
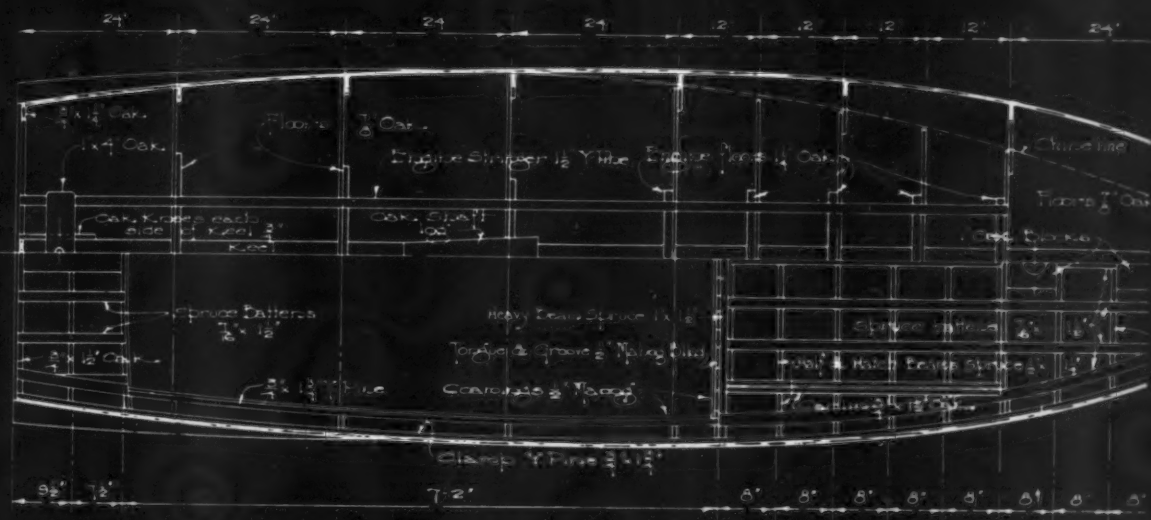
Winner Baby Gar Class, Zelli; The Chris-Craft Class, Dinah; The Dodge Water Car Class, Creepy Mouse; The Chris-Craft Cadet Class, Chris-Craft Cadet.

ningham. The fourth boat was a 26 foot Chris-Craft owned by W. E. Major of the Indian Harbor Yacht Club, carrying five passengers. The fifth boat was the 26-foot Chris-Craft yacht tender, Sialia, Jr. This is the tender on the yacht Sialia, purchased by Archie M. Andrews from Henry Ford. The sixth boat was the 26-foot Chris-Craft, Quest, owned by W. Schuyler Pate of the Riverside Yacht Club. The seventh boat was Patsy, owned by Messrs. Mason and Johnson of the Indian Harbor Yacht Club, carrying five passengers. The eighth boat was a Chris-Craft Cadet entered by Bernard Smith and driven by J. J. Carr. This is a 22-footer powered with a 100 h.p. Chrysler,

thereby winning the 100 h.p. class, the average speed for the two laps of three miles being 31.564 m.p.h.. The ninth boat was Zig Zag, a 26-foot Chris-Craft owned by Charles W. Baker of the Bayside Yacht Club. The tenth boat to finish was Creepy Mouse, a 22-foot Dodge Watercar powered with a Curtiss engine owned by A. B. Sullivan of the Indian Harbor Yacht Club. The eleventh boat was Eedee, a 26-foot Dodge Watercar powered with a Curtiss and owned by Commodore Arthur L. Bobrick of the Colonial Yacht Club, former owner of the champion cruiser Brickton IV.

N

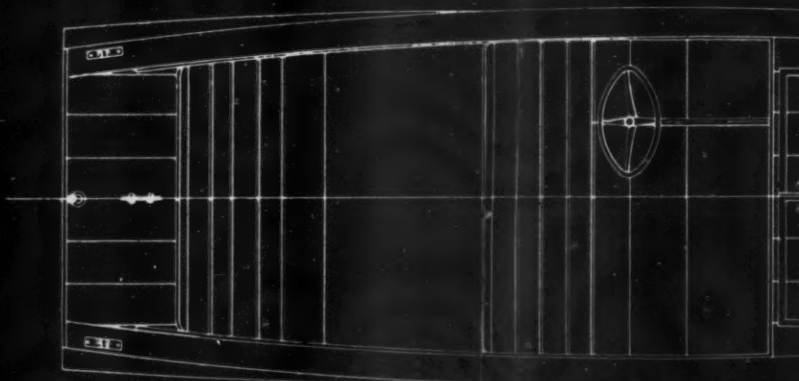
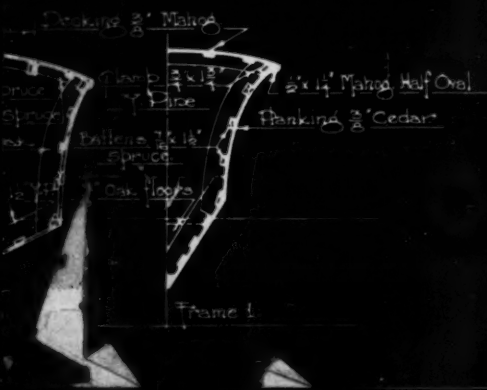
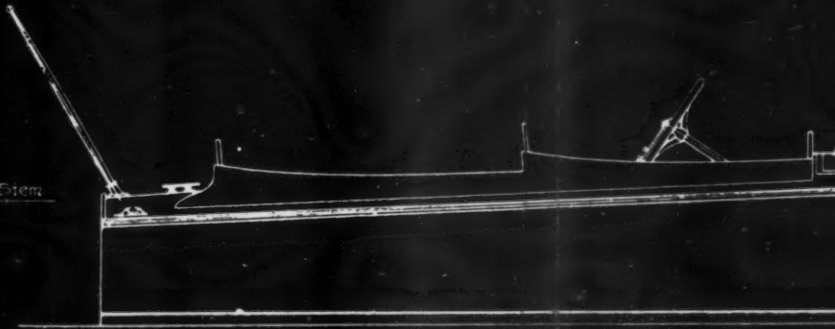
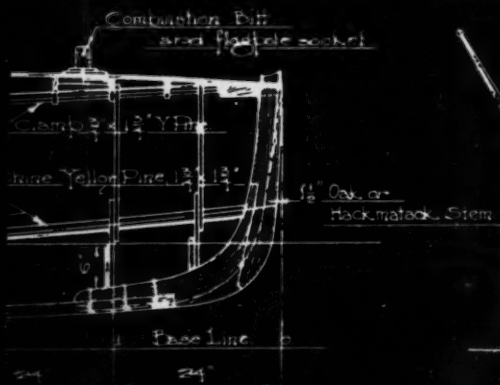
Offset Table											
Stations		0	$\frac{1}{2}$	1	2	3	4	5	6	7	8.
Heights above Keel	Sheer Line	3-1-6	3-1-3	3-0-7	2-11-7 ⁺	2-11-0	2-10-1	2-9-1	2-8-1	2-7-1	2-6-0
	Chine Line	1-8-4	1-7-0	1-5-6	1-3-6	1-2-2	1-1-3	1-0-7	1-0-6	1-1-1	1-1-6
	Keel Bottom		0-6-1	0-5-2	0-4-2	0-4-1	0-4-6	0-5-7	0-7-5	0-9-6	1-1-2
Half Breadths	Sheer Line		0-10-2	1-4-2	1-11-0	2-2-0	2-3-0	2-2-7	2-2-0	2-0-1	1-9-3
	W.L. 3 above		0-5-6	0-10-5	1-6-4	1-11-5	2-2-0	2-2-6	2-2-1	2-0-3	1-9-3
	" " 2 "		0-4-6	0-9-2	1-5-1	1-10-4	2-1-3	2-2-5	2-2-1	2-1-0	1-11-2
	" " 1 "		0-4-3	0-8-5	1-4-4	1-10-0	2-1-0	2-2-4	2-2-3	2-1-4	2-0-0
	Chine Line		0-4-2	0-8-5	1-4-2	1-9-5	2-0-6	2-2-3	2-2-5	2-1-6	2-0-3
	Keel Bottom		0-0-2	0-0-4	0-0-4	0-0-4	0-0-4	0-0-4	0-0-4	0-0-4	0-0-4.
Note.— All dimensions given in feet, inches and eighths to outside of Planking.											



CONSTRUCTION PLAN

A 16 FT. V-BOTTOM RUNABOUT

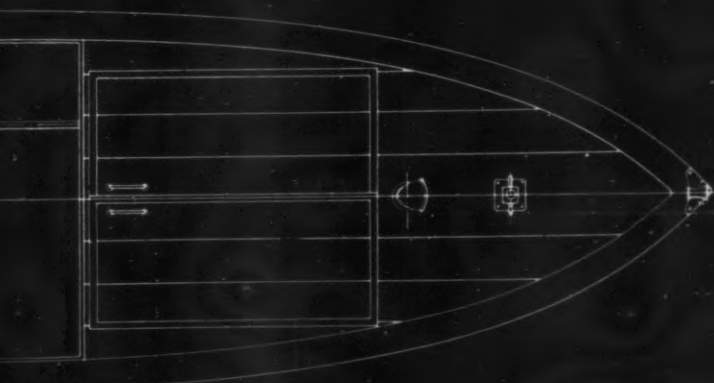
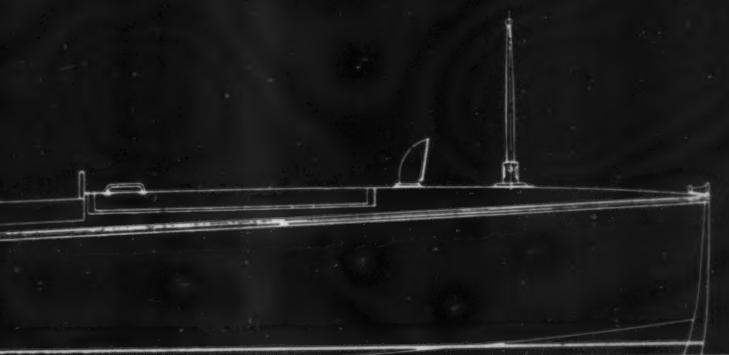
BY C. A. N.



BOAT SERIES

ABOUT

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GULL: A 16 Foot RUNABOUT

An Attractive Design for a Small Vee Bottom Runabout or Yacht Tender Which Has Been Simplified to Permit of Construction by Amateur Builders

Designed Especially for MoToR BoatinG

By Chester A. Nedwidek

THE design for Gull which is presented here, is that of a small Vee bottom runabout, which will serve equally well as a yacht tender for a boat which requires a tender as large as this. The shape of the hull has been kept as simple as possible, in order to make it easier for the amateur builder to undertake and complete. As described previously, the first step in the construction of any boat, is to lay down the lines of the body plan in their full size. This is best done by getting large sheets of building paper, and laying out the body plan on this. By referring to the offset table, all dimensions can be determined, and it must be noted, that these all refer to the outside of the planking. In order to locate the outside line of the frames, it would be necessary to deduct the thickness of the planking, which is $\frac{3}{8}$ of an inch, from the outside line as shown on the drawing. A word about the offset table might also be useful, and it will be noted that it is divided into two parts. All dimensions above the base line are given as heights above the base for each of the several stations. In a similar way, half breadths are shown for these same stations at six different planes. Plotting these dimensions on the paper, and drawing a smooth curve, by means of a flexible batten, through the determined points, will give the outline of the hull at each station.

Having the body plan laid out, the next task will be the actual construction of the frames, which are to be of $\frac{3}{4}$ inch oak, while the bottom frames are the same thickness, and molded 3 inches. The side frames are molded 3 inches at the chine, and $2\frac{1}{2}$ inches at the heads. The shape for each individual frame can be determined from the body plan, and in cutting the frames, it is well to allow for the bevels which are more pronounced in the forward sections. Floors are to be fitted on all frames, these being of oak, $\frac{3}{8}$ of an inch thick, except in the way of the engine, where they are increased to $1\frac{1}{4}$ inches thickness. The depths of the floors at the several points, should be as shown on the construction plan.

After all the material for the frames and floors have been prepared, they can be assembled, the frames being fastened at the chine with four brass bolts, each of which is to be $\frac{1}{4}$ inch in diameter, and of the flat head type. The floors are to be fastened to the frames, with about four bolts of the same size on each side. In fastening the frames together, be sure to allow enough clearance for the chine and the keel, as these two members are to be cut into the frames. Put a temporary brace across the top of the frames to hold them securely when they are set up in place.

The keel and the stem are the next members which have to be prepared. The keel is to be of oak, 4 inches wide, and $1\frac{3}{4}$ inches thick, and is to be in one length, about 15 feet long. The shape of the keel changes throughout its length, and this should be taken from the body plan at each frame, and also locates the

rabbit line and the bevel at each of the frames. The keel becomes narrower at the forward end to meet the thickness or siding of the stem, which is to be $1\frac{1}{2}$ inches. The bottom of the keel should be cut to the required shape, after which the rabbit can be started. This is cut roughly at first, allowing a lap on the keel of about $\frac{3}{8}$ of an inch, and a depth of $\frac{3}{8}$ of an inch, which is the thickness of the planking. It should be neatly trimmed and the rabbit cut fair and true, throughout the required length. The stem is to be a hackmatack knee, if one can be secured. A hackmatack knee is a natural growth piece, which will require considerable cutting and trimming before it comes down to the required size and shape. If these cannot be secured, two pieces of oak, scarfed together will do practically as well. Make a paper pattern from the full size drawing on the floor, drawing on the rabbit line, and then cut the stem roughly to this. For a two piece stem, an approximate position for the joint has been shown on the construction drawing. Before bolting the pieces together they should be well painted with thick white lead paint. It will now be necessary to get out the transom, as this will be needed before the boat can be set up. The detail for the transom is shown on the construction drawing, and further explanation will hardly be necessary. The cheek pieces are to be fastened to the transom with number 10 brass screws.

The setting up for these several parts is the next operation, and this can be done in either of two ways. The boat may be built upside down, in which case, it will be easier to plank and fit the battens, or she may be built right side up. The principal difficulty in building upside down, is the problem of turning the boat over after she is planked. In building, it is well to remember that the posts under the keel should be set high enough to enable one to work under the boat with as much comfort as possible. The keel is to be clamped down to these several posts, to the proper shape as shown on the construction plan. Great care must be taken that the center line of the keel and the stem are carefully aligned, as otherwise the boat will have a twist in her. The stem is to be fastened to the keel with $\frac{3}{16}$ inch diameter bronze bolts. The transom is fastened to the keel, and securely braced with two $\frac{3}{4}$ inch knees, shaped as shown, one on either side of the keel.

The frames will now be set in place, cutting each one out for the keel as shown. They should be so set that the outside of the frame at the keel should come flush with the inside of the rabbit line on the keel. Be very careful in setting up the frames to see that they are plumb, and also that they are at a true right angle to the center line in the thwartship direction. If this is neglected, the boat may be wider on one side than on the other. After the frames have been carefully fitted, they should be permanently fastened in place. The fastenings for this (Continued on page 152)



Wilbur H. Young in a Dodge Water Car leaving the Cunard Liner Berengaria with urgent motion picture films just arrived from abroad

WATER CARS in New Service

Prove Their Adaptability by Making Quick Trips from Steamers to Shore Carrying Urgent News Films and Photographs

WHEN the gigantic Cunarder, Berengaria, nosed her way into Quarantine carrying the first moving picture reels of Colonel Lindbergh's historic flight across the Atlantic a Dodge Watercar, driven by Wilbur H. Young, dashed around the great liner and came to a stop alongside the custom inspector's cutter at the Berengaria's gangplank. Alongside of the mighty ship the 26-foot Watercar looked like a tiny insect but its part in the picture was an important and interesting one.

As soon as the doctors and customs men had boarded the steamer they were followed by the lone passenger in the Watercar, a representative of the International News Films. He dashed up the companionway and reappeared in a few minutes bearing the precious Lindbergh films. During his few minutes' absence Mr. Young had been putting the Watercar through some of its spectacular turning stunts for the benefit of the Berengaria's passengers who made a rush to one side of the ship to watch the runabout and, when it finally started to New York, at 35 miles an hour with the films, did a most unusual thing for first class passengers on one of the most dignified ocean liners—they gave a loud and enthusiastic cheer for the little boat which had come out to sea and provided them with a new and unexpected thrill.

In spite of having to avoid driftwood Mr. Young made the trip to the Battery, in lower Manhattan, in thirty-five minutes. He left the Berengaria at nine a. m. In fifteen minutes the Watercar was at the Battery where two men on motorcycles, with an escort of two motorcycle policemen, rushed the films to the International Laboratories at 19th Street, where the negatives were developed, hurried over to Loew's State Theater where they were shown on the screen promptly at 11 A. M., thus beating by several hours the public showing of Colonel Lindbergh's exploits in any other theater.

Since that time Mr. Young and his associates have performed many similar errands in their Dodge Watercars. They have

brought to New York, at high speed, the moving pictures of the trans-Atlantic flight of Chamberlin and Levine and Commander Byrd. One of the most interesting of these achievements was the manner in which the photographs of Colonel Lindbergh's reception in Washington were relayed, via Dodge Watercar, to the movie public. The pictures of President Coolidge and other notables greeting Colonel Lindbergh were flown by airplane from Washington to Miller Flying Field, in the center of Staten Island, whence they were transported by automobile to a dock facing New York Harbor. Thirty-five minutes later the films were at the 19th Street Laboratory of the International and one hour later were being shown on the screen in a Broadway theater, beating by forty-five minutes pictures of a rival company brought to the Battery from Staten Island by flying boat.

Recently a business man of Detroit got the idea that large groups of the public might enjoy taking short speedboat rides around Belle Isle. He put two Dodge Watercars into service on Decoration Day with suitable drivers, uniformed in white, at eight o'clock in the morning. By 11 o'clock that night the two Watercars had carried nearly 800 people at one dollar per person on the ten mile-ride around Belle Isle and over 400 people who desired to ride could not be accommodated. A company has now been formed known as the Detroit Speedboat Livery. Its fleet has grown to four Dodge Watercars and in the six weeks following Decoration Day over 10,000 people have been carried, each boat running from 10 o'clock in the morning until 11 or 12 at night and making between two and three hundred miles every day. Over the fourth of July weekend more than 2000 passengers were carried. Encouraged by the success of this Detroit experiment similar livery services with Dodge Watercars have sprung up all over the country, thus proving again that the potentialities of the runabout have not even yet been fully realized.

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the October Prize Contest

1. Explain and illustrate the steps necessary to put an outboard motor in service again that has been submerged through accident.
(Submitted by W. T., El Paso, Texas)

2. Describe simple but satisfactory method of partitioning shelves in a cupboard to prevent breakage of dishes stored therein by rolling of boat.
(Submitted by E. A. J., New York, N. Y.)

Automatic Running Light Indicators

Simple Devices Suggested by Clever Readers Which Will Give an Audible or Visible Signal on the Failure of Any Light

Answers to the Following Question Published in the July Issue

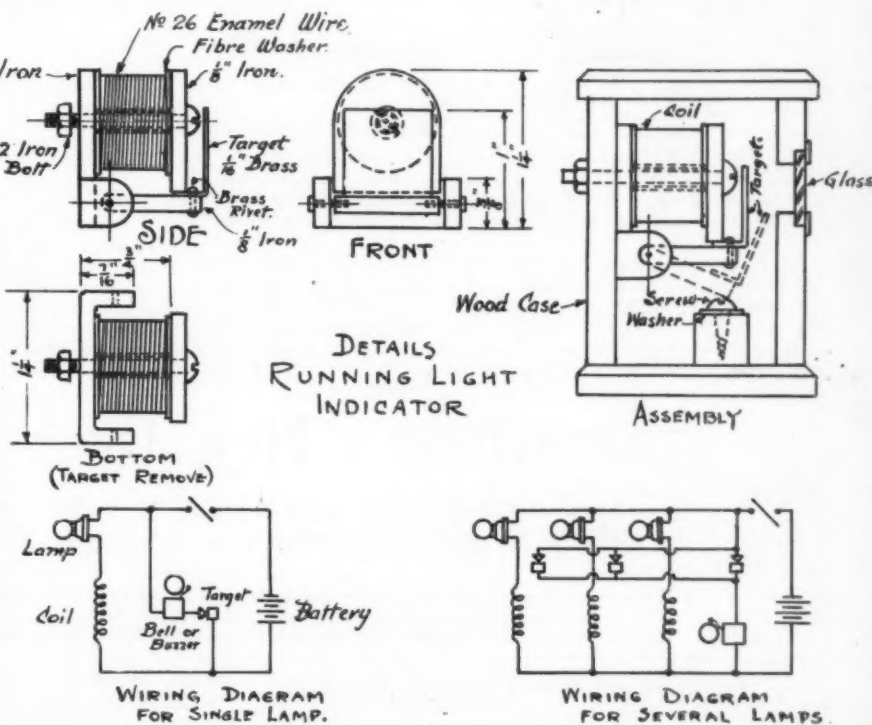
"Explain and illustrate the construction and installation of a running light indicator to show if the lights are burning."

An Automatic Telltale

(The Prize-Winning Answer)

ONE of the most essential items of boat equipment, particularly where a boat is used at night is the assurance that the running lights are at all times properly lighted and displayed. While it frequently happens that the old style oil lanterns blow out, or smoke themselves up to such an extent as to void their purpose, it is not practical to arrange a tell tale device to an oil lantern. So many things are possible with electricity and electrical circuits, that it is a simple matter to arrange a device which will at all times give the positive assurance that the running lights are really visible from a position on deck, do not require as elaborate an outfit as a larger vessel where the lights are widely separated and not so accessible.

The device illustrated in the accompanying drawings provides a method of constructing and wiring a positive running light indicator. This will give a visible signal at all times, while the



Details of the relays and wiring diagrams arranged by G. H. as a running light indicator

Rules for the Prize Contest

READERS are urged to consider the above questions for the November issue, and send answers to them to the Editor, *MoToR BoatinG*, 119 West 40th Street, New York, N. Y. Answers should be (a) in our hands on or before September 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the sender's names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before September 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of *MoToR BoatinG* of which the advertised price

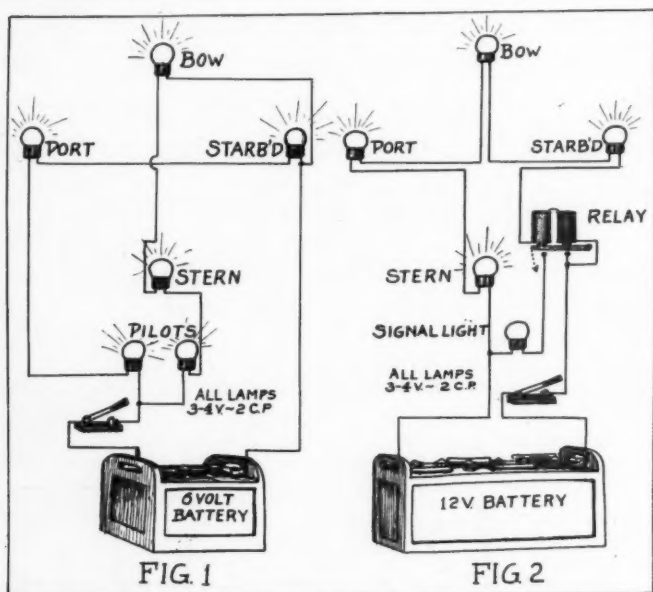
does not exceed \$25, or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of *MoToR BoatinG* of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

lights are burning, and will give an audible signal by the ringing of a bell or buzzer instantly should any one light go out of service for any reason, and will also at the same time indicate which of the several lights has failed. For the small boat one signal and alarm will answer for all the lights, and will merely call attention to the fact that one has failed. It will then be an easy matter to check up and determine which light needs replacing.



Diagrams by J. E. M., showing an arrangement of series lights to indicate the fact that they are burning properly

The indicator consists of a relay constructed of $\frac{1}{8}$ inch soft iron shaped as shown, with a core of thin brass tubing, having an outside diameter of about $\frac{1}{4}$ inch. Over the tubing, at each end, place a fibre washer, and wind around the core a sufficient quantity of number 26 enameled wire to give an outside diameter of $\frac{3}{4}$ inch. Drill

the iron to provide clearance for number 8-32 round head iron machine screws as shown. The armature for the relay is to be made of $\frac{1}{8}$ inch soft iron with $\frac{1}{16}$ inch brass target plate attached as shown, and arranged to pivot on an easily operated hinge. The brass target may be painted white on the face, or may be painted with some form of luminous paint, which will give an indication in the darkness. As mentioned, this indicator may be used for a single light or a group of lights, operating through the same circuit, or as shown on the drawings, it can be arranged to provide a separate circuit for each individual lamp of the running lights. If arranged for a series of lights, it will be necessary to connect the iron at the back of the coils together, and also to connect the wood screws, which form the bell contacts together.

The single relay or the several relays may be housed in a wood cabinet which may be constructed of $\frac{3}{4}$ or $\frac{3}{8}$ inch wood, and have a glass eye before each target. While the lamps are burning the target will show white, and upon any light going out of service the target will drop and show black and at the same time the bell or buzzer circuit will be closed and the bell or buzzer caused to ring. The usual switch is connected in the circuit as shown, and upon being thrown off will cut out both the lamps and bell.

G. H., W. New Brighton, N. Y.

A Visible Signal

A SIGNAL lamp, or a telltale lamp, near the steering position will give instant and positive information when a running light fails to function.

The installation of such a lamp is not a difficult matter, even with an installation in place. There are on the market several devices which are made for the purpose of actuating signal lamps, the same being known by trade names. For the purposes of this article the name telecode relay is a very appropriate one for the species.

This device hooked up in series with the running lights is energized with the current (Continued on page 156)

Stretching a New Deck Canvas

Suggestions to Insure a Better and More Workmanlike Job When It Becomes Necessary to Renew the Deck Canvas

Answers to the Following Question Published in the July Issue

"Describe and illustrate a method of laying canvas on a crowned deck so that it is tight and free from wrinkles, especially around skylights and the bow."

Laying Canvas on Crowned Deck

(The Prize-Winning Answer)

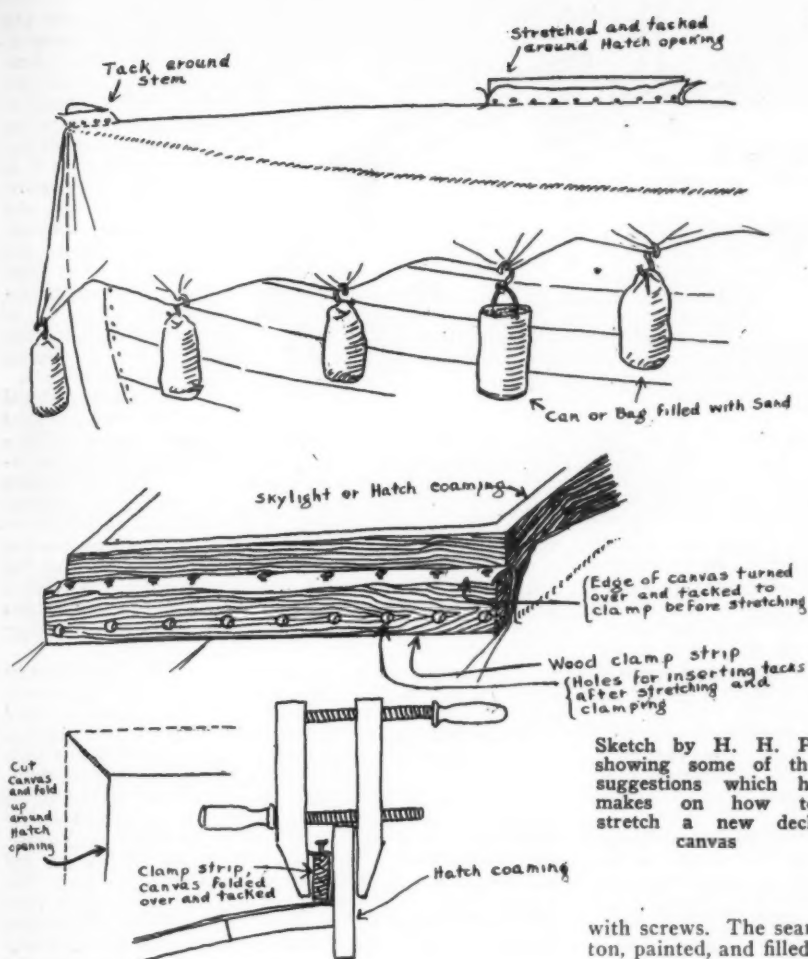
A GOOD method of laying canvas on a crowned deck is to weight it down along the edges so that it will be well stretched and, without tacking the edges, allow to remain several days to be well worked out. Any convenient weights may be used, such as iron castings, sandbags; or large cans filled with sand or iron. Hook the weights along the edge of the canvas before it is trimmed to shape. The canvas may be wet down and allowed to dry while weighted, as sometimes the material will stretch considerably after wetting and shrinking.

While weighted, the edges may be cut and turned up around the stem and finally layed in red or white lead and tacked securely; a quarter round will finish the stem fitting. Unless the hatch or skylight coamings are very high, the opening can be cut in the canvas after

this is weighted down. Sometimes the deck is laid before coamings are fitted, in which case edges of canvas may be turned down and tacked, or a weight placed over opening before canvas is cut, to stretch it around hatch opening edges, then tacked to deck close to edge of opening, heads being later covered by quarter round moulding after canvas is cut and narrow edges turned up around the coaming when fitted, these also being covered by the quarter round moulding.

If the coaming is already in place, an opening is cut in the canvas as shown, leaving enough to turn well up over the coaming. To stretch, a hardwood clamp strip can be used; the edge of canvas is turned up over this strip and tacked along top edge and by clamping the strip, with canvas between strip and coaming, it will be well stretched up to the opening. A series of holes along the clamp strip will allow of tacks being inserted and driven by means of a nail set or iron bar; these will hold the canvas in place after the clamp strip is removed.

H. H. P., Los Gatos, Calif.



Stretch New Canvas Tightly

THE first step in having a canvas deck to be laid, will be to get canvas of a very good quality, weighing not less than eight ounces to every 1044 square inches. Canvas is manufactured in widths from 29, 36, 40 and all the way up to 120 inches.

If possible it is a very good plan to obtain the canvas for the job in one piece. One piece is not absolutely necessary, as the job may be made up of strips sewed together and laid as one piece. On large vessels where it will not be practical to sew the strips together, the canvas may be laid down in strips, with each strip tacked at the edge. Where the canvas is to be tacked down, the tacks should not be so long as to come through the boards and project on the ceiling below.

Canvas which has been treated with a waterproofing compound may be had, and will give a better job than regular canvas, as the treated canvas will have less suction than the regular canvas, and will paint better, and at the same time will require less paint.

In applying canvas to a deck, first be sure that all nail heads are properly set, and then plane the surface to be canvassed to a smooth finish so there will be no projections or holes. Any projections or holes will cause the canvas to wear at these points and these defects cannot be remedied after the canvas has once been laid.

After the surface has been prepared as above, paint the entire surface with a good coat of linseed oil and white lead, and when this coat of paint has dried, putty all the holes with good linseed oil putty. After the puttying, give the entire surface another good coat of paint,

mixed with linseed oil and white lead. Lay the canvas over the second coat of paint while same is still wet, stretching the canvas as tight as possible so that there will be no loose parts, the canvas being tacked along the edges as the stretching is done. The tacks should be placed about $\frac{3}{4}$ inches apart and staggered so as to prevent splitting of wood strips. Use galvanized or copper tacks. After the canvas has been properly stretched and tacked, apply a thin coat of lead and oil paint which should be allowed to dry thoroughly, after which apply two regular coats of a good quality deck paint. All fittings which are mounted flush on the deck, such as hatch slides, cleats, awning stanchions and so forth, should be set on top of the canvas in a bed of heavy white lead, and then screwed or bolted in place as required. This method will allow the removal and replacement of such parts as might become necessary from time to time.

At all points where there are members going through the deck, such as at samson posts, trunk cabins, etc., the canvas must be cut and tacked to the deck, snug against the upright surface. The joint is then covered with a wood strip having a tapered seam against the upright surface. Set the strip in white lead and secure same with screws. The seam is then lightly caulked with cotton, painted, and filled with a seam compound.

G. H., W. New Brighton, N. Y.

Use Care in Cutting Canvas

IN cases where the skylight and other deck fixtures, other than the samson post, can be readily removed, it is not a difficult job to lay new deck canvas. This will be an almost flat job and will entail no trouble other than the ironing out the wrinkles which will develop.

In instances where new canvas has to be laid on a deck cut up with several practically immovable fixtures, it requires some care and forethought to cut the openings so that they will not add to the wrinkle forming conditions that will obtain anyway.

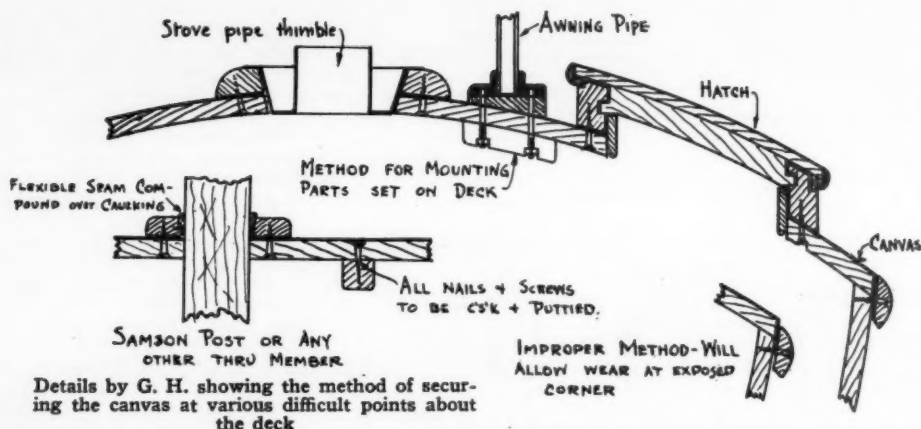
Where three strips will cover the deck, it is well to apply the center strip temporarily as indicated in Fig. 1. Stretch it fairly tight and spot the outlines of the fixtures with the aid of a long ice pick or a long knitting needle.

Pressing down the canvas to get these points will add to the difficulty of getting rid of wrinkles. On decks with much crown, and especially with a high pitched skylight, there will be an appreciable difference between the point located with a needle and by pressing down the canvas.

When the points indicated are located and marked with lead pencils, all three strips should be sewed together and the openings cut as indicated Figures 2, 3 and 4, being careful to allow an inch of uncut material as indicated in order to take care of the final fitting when the canvas is applied to the deck.

Apply the canvas a second time, cutting the inch leeway or more if necessary in order to get the canvas to lie fairly smooth.

On this second fitting and slight stretching, the wrinkles incidental to the particular deck will be defin-



Details by G. H. showing the method of securing the canvas at various difficult points about the deck

itely shown and provision made to smooth them out. These provisions will include a few bench marks covering the area of the worst wrinkles and particularly their center line and the direction in which they run. Mark also on this fitting the outside edge of the deck, so that the final fitting will agree in position with the second.

Remove the canvas and apply thick paint or marine glue to the deck, in the meantime have several helpers—there should be four men at least on the job—to get tacks, hammers, etc. in easy reach from all points around the deck. This will allow a man to get the canvas tacked without having to let go of it at an opportune moment, or to call another man from an equally important position to hand him a tack and a hammer.

The secret of less wrinkles is the speed with which the canvas can be stretched into position, for even 8 oz. canvas will absorb moisture in a very short time from the paint or the glue, enough to cause it to shrink appreciably and become stiff.

This tendency of canvas to shrink should be made use of in getting rid of wrinkles. Some can readily be dissolved by merely soaking the wrinkled area with water at the same time exerting pulls in the right direction.

The stretching of the canvas should be done with a steady pull, an equal number of men working on each side and pulling in the directions indicated by the arrows in Fig. 5.

Quarter rounds should be used around the skylight and the samson post, bringing the canvas even with the top edge of the half rounds as indicated in Fig. 6. The collar of the ventilator should be removed, the canvas trimmed to the hole cut in the deck and the collar screwed down. A forward hatch will of course be treated in the same manner as a skylight.

J. E. M., Norwich, Conn.

Suggestions on Covering Decks

The following gives a few of the methods used in covering decks with canvas and also suggests a substitute for canvas for this purpose. The work is so simple that there really is no advantage to be had by illustrating it.

In the first place, the wood work should be of satisfactory finish. The covering boards should be rather narrow to avoid large cracks when the wood shrinks. The nails should be near the edges to keep these down if there is a tendency for the wood to warp. Counter-sink all nails and fill up all hollows with putty. Smooth off the surface and give it a thin coat of paint and let it dry.

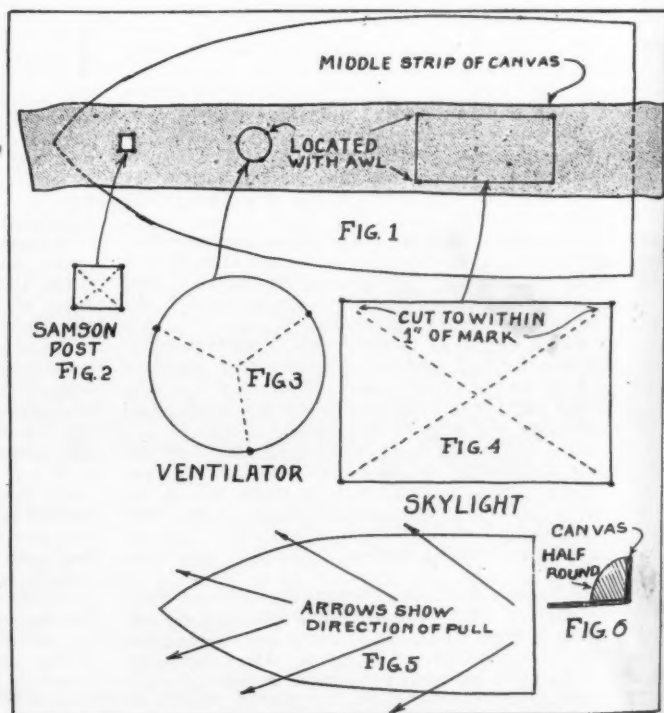
From this point there are several methods to follow. You can cover the deck with marine glue and lay thin canvas on this and iron the glue through the canvas with an electric iron. This will take time. Then more often the deck is given a thick coat of old paint and while it is still wet the canvas is put down and pressed into the paint. Then there is the method more commonly used because it is less dirty, that of putting the canvas on

the deck without any paint or glue under it. You can take your choice of these, for the lasting qualities will depend upon the characteristics of the wood, that is if it is the kind that does or does not shrink and swell unduly, and upon the paint and enamel or other finish that is given to the canvas after it is down. These really determine the lasting qualities of the job.

Use a canvas of smooth weave and large enough to cover the deck in one piece. Cut a tight-fitting opening in it to go over the largest obstruction on the deck and after putting a thick coating of white lead around this obstruction about 1 inch wide, tack the canvas down with copper tacks about 1 inch centers. Then stretch the canvas towards the next obstruction if there is any and tack along the nearest edge of this obstruction. Cut out for this obstruction and tack all around as before. Then continue in the same direction towards the ends and tack temporarily here with larger tacks.

Stretch the canvas at right angles to the first direction and tack along the edges with large tacks temporarily about 4 inches apart. Then after the canvas is pulled down smooth, remove a few of the large tacks and put in the copper tacks about 1 inch apart all along the edge. Continue this until the entire edges are tacked down. At the sides of the boat it is sometimes tacked to the top of the deck and covered with a strip to keep the water from washing down the sides of the boat all along, but most often it is pulled down over the edges and covered with a half round strip set in white lead. The edges of the canvas are then cut off with a sharp knife after these strips are in place. Around the obstructions a quarter-round strip is nailed, set in white lead and with neatly mitred joints.

(Continued on page 156)



A sketch by J. E. M. showing some useful hints in laying new canvas

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Notes of Interest to Both Owner and Manufacturer

THE Gold Cup, emblematic of speed boat supremacy, will remain in the East for another year. This event is one of the most interesting of the year, to those who are interested in gasoline motor performance and was held at Greenwich, Conn. on August sixth.

For twenty-five years this event has been looked upon as a classic of the year by those interested in the highest development of gasoline motors, and has served as a prac-

driven by George Townsend, proved the winner of this year's Gold Cup race for the second year in succession. Miss Columbia, owned by the Columbia Yacht Club, and driven by Charles F. Chapman, was the only other boat to finish in this race. These two boats were the only two entrees in the class equipped with the MotoMeter Self-Adjusting Spark Plug—starting and finishing the race on the original set of Plugs without any changes.

Ricochet, owned and driven by R. H. Moeller. Zelli, owned and driven by B. O. Cunningham, won the Baby Gar Junior Stock Runabout Race. These victorious boats were also equipped with MotoMeter Self-Adjusting Spark Plugs.

The advent of the MotoMeter Company into the racing field with this new product was one of complete success, and is causing a considerable amount of favorable comment in engineering circles.

The Gold Cup Regatta has proven each year more interesting to the public. It has been a great help in developing some of the more notable improvements in the Motor Industry. It has become a practical proving ground which has much to do with the remarkable development and success of such products as Ethyl Gas and MotoMeter Self-Adjusting Spark Plugs.



The Duplex oil service boat which filled a very important mission at the Gold Cup Regatta by supplying, without cost, the proper grade of Duplex Oil for each contestant. This was the only oil service at the Regatta

tical test for the demonstration of maximum efficiency and reliability. Each component part used in the construction of these superfine motors must represent the highest quality obtainable in both materials, design and workmanship.

One of the most interesting features of this year's regatta was the remarkable performance of the new MotoMeter Self-Adjusting Spark Plug, which scored almost a clean sweep in practically all major events.

Greenwich Folly owned and

In the Rainbow Class, Scalawag owned by Walter P. Chrysler and driven by Tobey Coutre, and equipped with one of the new Chrysler Imperial 80 Red Head Motors, scored a decisive victory. In the Baby Biscayne Class, Della V, also owned by Walter P. Chrysler and driven by Walter P. Chrysler Junior, easily captured first place. Both these boats were equipped with MotoMeter Self-Adjusting Spark Plugs.

The winner of the 151 Cubic Inch Non-Super Charger race was Miss

The Enterprise Oil Company of Buffalo lived up to its name, and provided an exceptional service for the contestants in the Gold Cup Regatta. Two motor driven lighters were at the race course, and supplied both fuel and Duplex lubricating oil to all contestants as necessary. The proper grade of oil was furnished for each individual engine, and experts on lubrication were in attendance throughout the Regatta, to look after the needs of all those who might require service in this branch. Without a doubt this service helped many of the contestants in running through the day's races without difficulties with their power plants.

(Continued on page 54)



Two fast work boats used by the B. C. Packing and Fishing Company of Vancouver, B. C. These boats do 17 miles, with a six cylinder Hall-Scott reduction gear engine

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Service All Makes and
Sell Willards for All Purposes

Yard and Shop

(Continued from page 52)

Major Segrave Takes to Motor Boating

During the recent visit of Major Segrave to this country, and during which he established new world's records for speed by driving his

Photograph, The Motor Boat



Major Segrave, the noted English sportsman, has taken a keen interest in American type outboards, and has brought back to England several boats and engines

Mystery automobile over the sands at Daytona, Fla., he had an opportunity to witness the Motor Boat Regatta at Miami, as well as other races in Florida. Since his return to England, he has been thoroughly converted to the sport of motor boating, and has introduced in England a new class of motor boat, called the Puima class, which is being built by Saunders of Cowes, the celebrated English boat building firm. These boats are 33 feet in length, and equipped with an engine in the stern, which drives forward to a gear box, and then back again

would probably result in cheaper boats. The boats themselves have five steps, and are remarkable for their seaworthiness. Major Segrave's interest in outboard engines has also been very keen, and he took with him several different boats and engines from this country. His introduction of these abroad has done much to popularize them, and racing for outboard classes is now added to all Regattas. The boat which he used is of the heavy type, and was not designed to do more than 22 m.p.h., although by making improvements of his own to the power plant,

he has been successful in driving the heavy boat at the rate of 28 m.p.h. in carefully timed tests.

Across the Channel in an Outboard

The first successful crossing of the English Channel in an Outboard motored boat was made during the latter part of July, by Wilfred T. Fry of London, driving Baby Pam, a 12 foot boat, powered with a Johnson Big Twin Outboard Motor.

The start was made from Dover, England, at 11:38 A.M. with a heavy off-shore wind and extremely rough water. The Vice-Commodore of the little sailing club timed the boat and started it on its way at full speed. A little over a mile from shore, the water became so rough that it was necessary to throttle the motor, and steering a magnetic course, the French coast was picked up at 12:18 P.M. At 12:55 P. M., Mr. Fry came abreast of the buoy off the harbor and encountered a very bad swell, but after a few minutes, he got clear and made full speed for Calais, reaching the inner harbor at 1:17 P. M.

The time was considered very good, in view of the fact that the Johnson was not running at full speed over the entire distance, and due to the fact that a very rough crossing was made.

Mr. Fry stated that the Big Twin did not misfire during the entire crossing, and believed much better time could be made in smoother water.

Kermath's Canadian Office

A continuous display of all Kermath engines is maintained in the Kermath Manufacturing Company's Canadian show rooms in Toronto, (Continued on page 56)



A 30 foot Banfield Sea Skiff Sail Fish model, built for H. E. Nichols of Rumson, N. J., and equipped with a six cylinder, 100 h.p. Kermath engine, which drives it up to 18 m.p.h.

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FISHER folk or yachtsmen — they're all brothers under their oilskins.

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ELTO OUTBOARD MOTOR COMPANY
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The Super Elto

"Starts with a quarter turn"

Yard and Shop

(Continued from page 54)

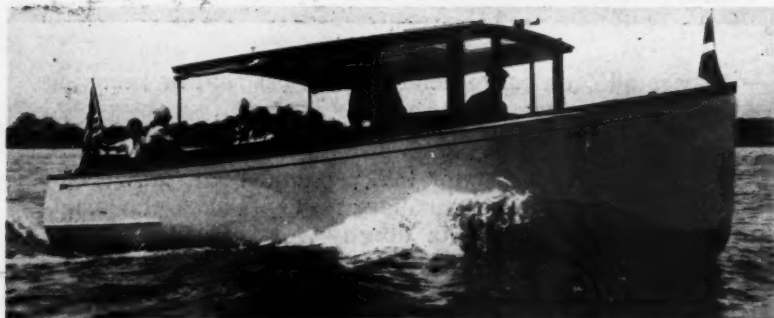
Ontario, which step has proven to be a highly satisfactory and profitable one. L. S. Usher, who is in charge of this Canadian branch, has been responsible for trebling the Kermath business in the last two years time. The show room is attractively furnished and decorated, and the engines displayed are set off in such a way, that they can be thoroughly inspected by visitors to the show room.

More Clubs Join A. P. B. A.

During the month of August, several additional clubs have joined the ranks of those in the American Power Boat Association, and two of these, which have been admitted to membership, are the Fire Island Yacht Club, which is an enterprising and growing club at Ocean Beach, Fire Island; and the Naragansett Bay Regatta Association, Inc., which is the organization formed to promote and handle the Regatta at Newport, R. I.

Lubrication Difficulties Solved

The Enterprise Oil Company, makers of Duplex marine engine oil, are not content to merely sell their oil to users, but make it their business to follow up all cases of lubri-



A standard Richardson Cruiseabout hull, which has been finished without the cabin house, and used as a passenger boat on Lake Erie. It is powered with a 6-40 Gray engine, and does 12 miles

cation difficulties reported on engines wherever they can be reached. A prominent engine builder recently communicated with them of difficulties experienced by an owner with one of their large six cylinder engines. The matter was investigated on the complaint that the owner was troubled with oil pumping and excessive consumption. It was found that the difficulties mentioned did exist, and that they were further coupled with carbonization and valve difficulties. The oil used in this case was an entirely incorrect one, and not designed for marine service. The Enterprise Company took the liberty to ship this man a five gallon can of their grade X marine engine oil, which was the correct oil for this particular engine. He was advised to clean out all the

An unusual picture of one of the fast Chris-Craft runabouts powered with a 150 h.p. Kermath engine. It is used as the owner's launch on the yacht *Amphitrite*, owned by John Vannack of New York

old oil in the machine, and give grade X an opportunity to show what it could do.

A New Fast Watercar

Le Roy Frost, one of the most prominent men in the financial world, has just received his new model 12-30 Dodge Watercar, the first of this type to be delivered. This beautiful boat is a most luxurious craft in every way. She is 30 feet long with a beam of 7 feet, 3 inches and draws 30 inches of water. Equipped with a 12-cylinder Packard marine engine developing 300 horsepower, she made well over 50 miles an hour in her first trips.

Mr. Frost uses this and his other Dodge Watercars in an interesting way. He commutes in them from his home at Grand view on the Hudson near Nyack, across the river to Tarrytown. There, every morning, he takes a certain train on the New York Central which gets him to his office in time for the opening of the stock market. Crossing the Hudson in a few minutes instead of waiting for the Nyack-to-Tarrytown Ferry or going down the West Shore and going by ferry from Hoboken to New York, Mr. Frost states that his Watercars have caused him a tremendous saving in time and sleep.

Chicago Company Uses Air Mail

For the double purpose of hastening its mail to the Pacific Coast and western states and of cooperation with the private companies which took over the operation of the air mail line from the United States government on July 1, the Haskelite Manufacturing Corporation of Chicago, large makers of aircraft

(Continued on page 70)



The Canadian office of the Kermath Manufacturing Company in Toronto which is in charge of L. S. Usher. He has been successful in greatly spreading Kermath business in the Dominion



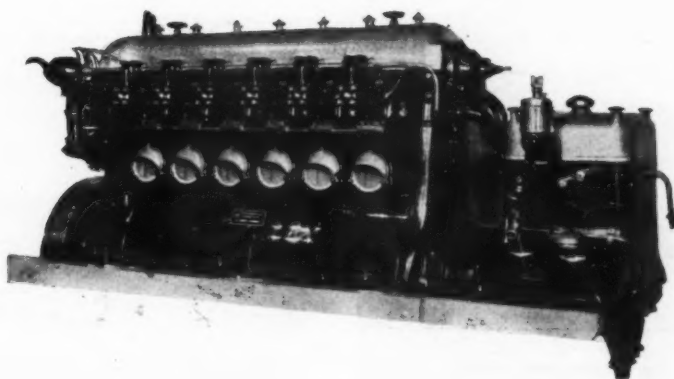
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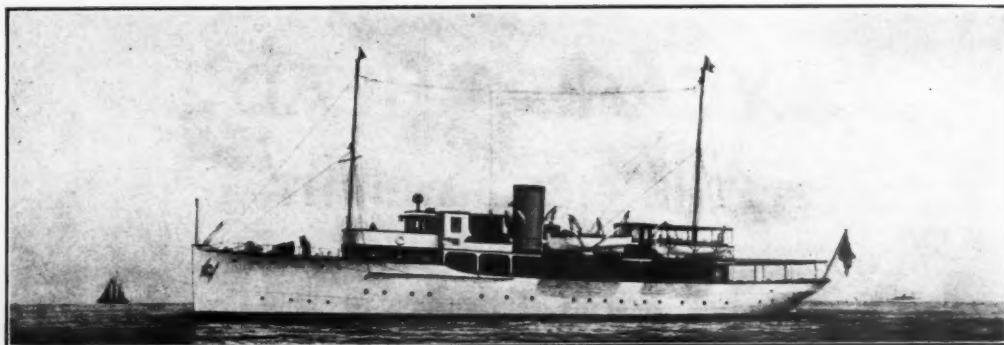
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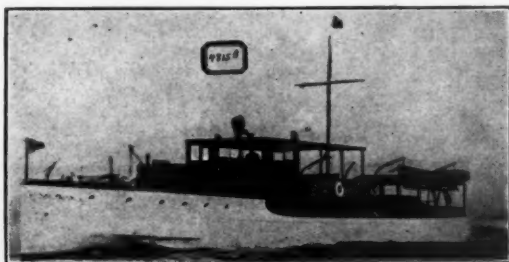
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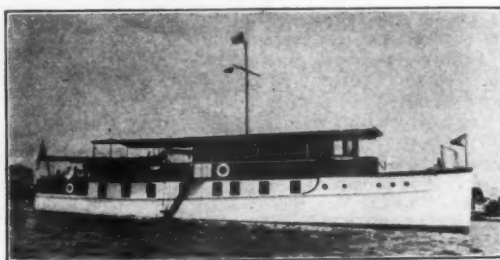
On this page are shown a few representative yachts selected from our large lists. Should none appeal, kindly acquaint us with your requirements. Full information regarding costs to build, purchase or charter yachts of all types gladly furnished.



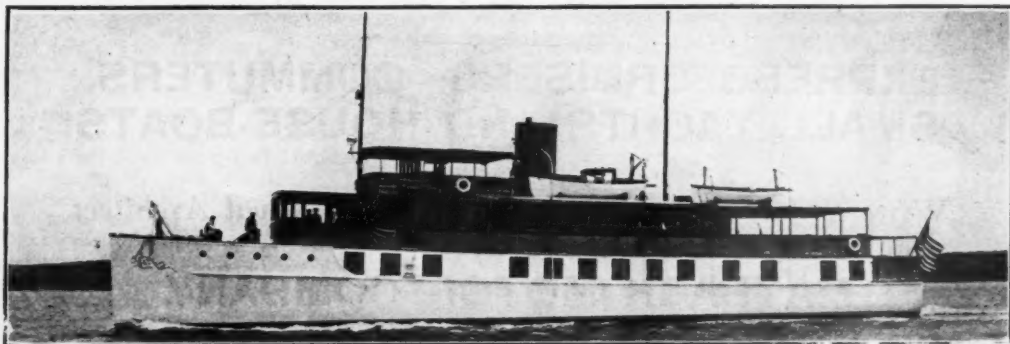
No. 4795—THIS IS A REAL BARGAIN—A new 140 ft. Diesel Yacht, the best of her size ever built, in perfect condition, able to go anywhere that any other Diesel yacht can go, with an operating cost little, if any, more than a good modern houseboat. Two 6 cyl. 225 H.P. Wintons; speed, $12\frac{1}{2}$ knots. Cruising radius, 5,000 miles. Five large staterooms and five baths. Deckhouse containing dining room, inside passageway, library and living room; complete shade deck. This yacht was built as a gentleman's family home and all furnishings are of the best and in accordance with modern living. Can arrange trial trip on reasonable notice. Quick action advised. Cox & Stevens, 341 Madison Ave., New York.



No. 4815—Opportunity to purchase practically new 80 ft. twin-screw cruising power yacht. Two 6 cyl. 225 H.P. Sterling motors; speed up to 18 miles. Has large dining saloon located in deckhouse; below three double staterooms, shower bath and two toilets. Construction of best; double planked, oak frames and teak decks. Deckhouse of mahogany with teak trim. Interior finish white enamel and mahogany trim. Handsomely furnished. Price reasonable. Cox & Stevens, 341 Madison Avenue, New York City.



No. 3816—FOR SALE—Immediate delivery can be had of this attractive twin-screw 75 ft. power houseboat. Has a speed equal to that of the ordinary cruising power yacht. Two 6 cyl. 100 H.P. Speedway motors. Owner's quarters forward consist of two double staterooms and bath, next aft being the dining saloon followed by galley. Large deckhouse, containing social hall. Spacious after deck. Has had very best of care. Further information from Cox & Stevens, 341 Madison Avenue, New York.



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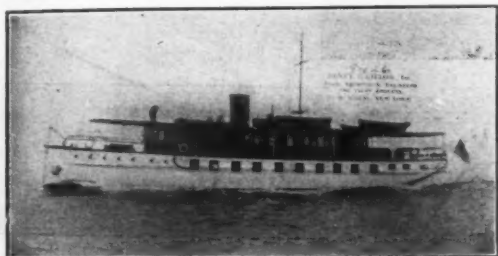
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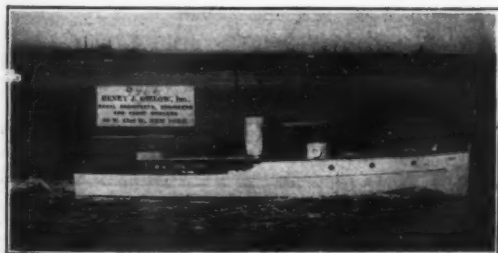
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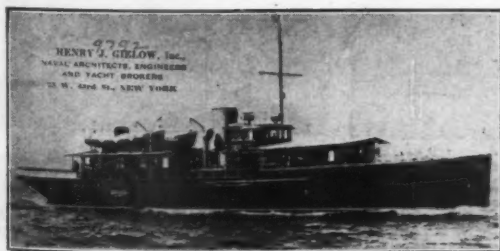
No. 9475—For Summer Charter—This attractive 65-foot twin-screw houseboat with splendid crew; two large double, two single staterooms; 3 bathrooms; deck salon 28' x 13', all teak trim. Speedway motors, speed 12-13 miles, no vibration. All modern conveniences and in excellent condition. Henry J. Gielow, Inc., 25 West 43rd Street, New York, N. Y.



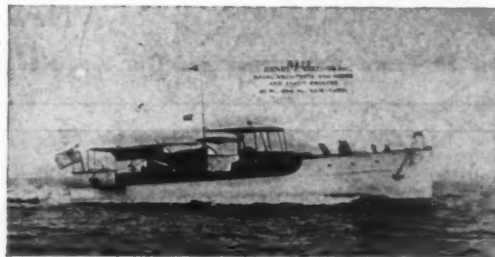
No. 9426—For Sale—Modern 98' twin-screw cruising houseboat, built 1925. Speed 12-14 miles; two Winton motors. Accommodations include two double, three single staterooms, three bathrooms, large dining room and living room on deck. Beautifully furnished and fitted. An unusual offering. Price and further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



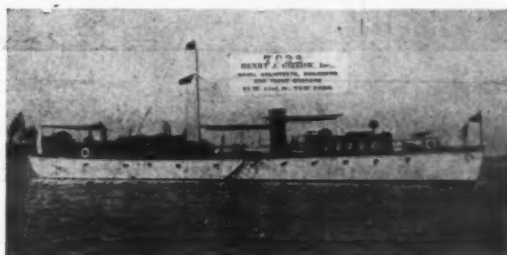
No. 9466—FOR SALE. Opportunity buy high class fast cruiser reasonable, 55'x11'x29', two 6-cyl. Sterling motors new 1926. Boat built 1920 Hand design. Stateroom, saloon sleep 6-7. Fully furnished, highest quality. Speed 16-18 up to 30 miles per hour. All fine condition. New Awnings and furnishings 1926. Henry J. Gielow, Inc., 25 W. 43rd St.



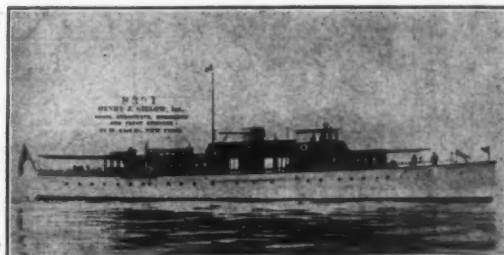
No. 9732—Attractive Diesel offering for sale. Built 1926; speed 14-15 miles, four staterooms, three baths, two Winton Diesel motors. Very successful yacht offered as owner unable to use. Seen New York by appointment. Henry J. Gielow, Inc., 25 W. 43d Street.



No. 9825—For Sale—Lawley 68-foot twin-screw cruiser power cruiser; speed 20-22 miles, two double staterooms, two toilet rooms; salon with two spring berths; forecabin for crew of three; excellent condition. Price and further particulars consult Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 7032—FOR SALE—Exceptional bargain in twin-screw motor yacht. Built our design. Standard motors, speed 11-13 miles. Mahogany finish throughout, all fine condition. Two double staterooms, bath, deck saloon. Completely found; launch, dinghy. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 8391—For Sale—Handsome twin-screw steel motor yacht 14 feet length, 20 ft. beam; five staterooms, three baths, large deck space. Speed 15-18 miles; steady, able. Very complete and handsomely furnished. Lawley built. Seen New York. Opportunity obtain recent built craft; suitable any cruising. Henry J. Gielow, Inc., 25 W. 43d St.



No. 8373—For Sale—Recently built Lawley 77-foot fast cruiser. Sterling motors; speed 21-23 miles. Excellent accommodations; large deck house containing dining salon and lounge; below are three double staterooms and extra toilet room; in excellent condition and completely found. Further details may be had from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.

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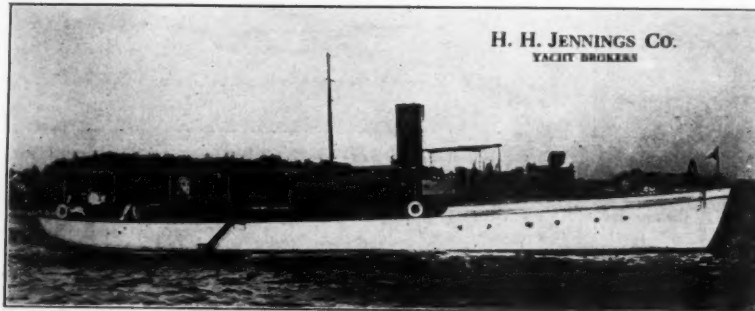
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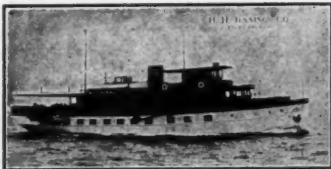
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Our 30 Years' Experience and Our Knowledge of the Yachts We Offer Insure Satisfaction to Clients



No. 4309. An opportunity to buy this Lawley built steam yacht at the right price. In full commission. Length O.A. 101 ft. Beam, 15 ft. Draft, 6 ft. Has two double staterooms, two berths in main saloon, and one berth in deckhouse. Two toilets, one shower. Electric lights, steam heated, etc. Speed, 13-15 miles. Just passed Government inspection. Exceptionally economical on fuel. Ideal for conversion to Diesel power. Don't hesitate if she comes anywhere near your requirements. Full information from H. H. Jennings Company, 29 Broadway, New York City.



No. 4534—Sale or Charter—100 foot twin screw houseboat. Three double and two single staterooms. Dining saloon. Living room. Three bathrooms. Good crew's quarters. Two Winton motors. Speed 12 miles. Hot water heat. Ice machine. Electric plant, etc. High class outfit.



No. 2731—67 ft. Twin Screw Power Yacht. New 1926. Two double staterooms. Two berths in saloon. Transom berth in deckhouse. Two toilets and bath. Beautifully finished in mahogany. Good crew's quarters. Two 100 H.P. Sterling Motors. Speed 14-15 miles. Electric plant. All modern conveniences. Splendid proposition.



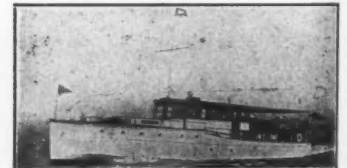
No. 2604—62-foot twin-screw express cruiser. Built by Consolidated Shipbuilding Corporation in 1923. Two sofa berths in main saloon and one in deckhouse. Toilet. Galley. Two berths and toilet for crew. Two 300 H.P. Speedway Motors. Speed up to 30 miles. Electric plant, etc.



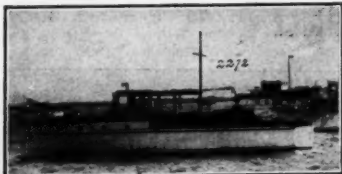
No. 2684 — 75-foot Power Yacht, practically new. Two double and two single staterooms. Dining saloon in deckhouse. Two bathrooms. Good crew's quarters. 75-100 H.P. motor. Speed 11 miles. Electric lights, etc. Strictly first-class outfit.



No. 2824—Splendid Diesel yacht 120' long. Built 1926. Four staterooms, dining saloon, social hall, etc. Three bath-rooms. Two Winton Diesel motors. Speed 13 knots. Heavily constructed. Wonderful seaboat. Owner unable to use her. Beautiful condition.



No. 2762—Twin screw 56' Elco cruiser. Mahogany deckhouse. Three staterooms. Two upper and two lower berths in main saloon and one in deckhouse. Two toilets and bath. Two 42 H. P. Elco motors. Speed 12 miles. Electric plant. An exceptionally fine proposition with all conveniences.



No. 2272—45-foot bridge deck cruiser. Built by Britt Bros. Double stateroom. Three berths in forward cabin. Toilet room and galley. Berth on bridge deck. 65-100 H.P. Scripps motor installed new 1923. Speed 10-12 knots. Separate lighting plant. Power tender. Splendid proposition. In commission. Owner purchased larger yacht.



No. 2159—Twin-Screw, 75-ft. power yacht. Located in Chicago. Built by Consolidated Shipbuilding Corp. One double and two single staterooms. Two toilet rooms with shower baths. Dining saloon in deckhouse. Good crew's quarters. Two 175-200 H.P. Speedway Motors. Speed, 16-22 miles. Electric plant, etc.



No. 4513—Sale or charter. Twin screw houseboat 60 feet long. Three double staterooms. Large dining saloon in deckhouse. Separate pilot house. Main saloon below. Two toilets and bath. Good crew's quarters. Two 45-50 H.P. motors. Speed 12 miles. Electric plant, etc. Splendid proposition.

Our list comprises all the available yachts for sale and charter. The above are only a few of our offerings. Write us your requirements. Send ten cents for our illustrated catalog.

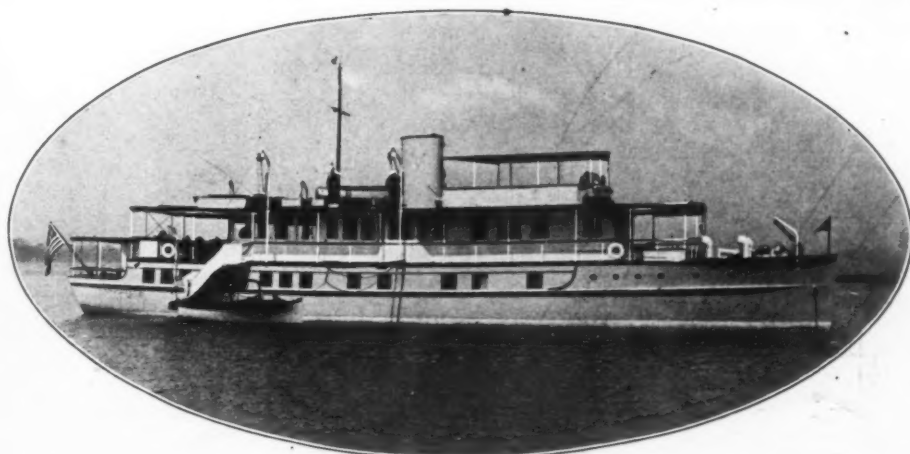


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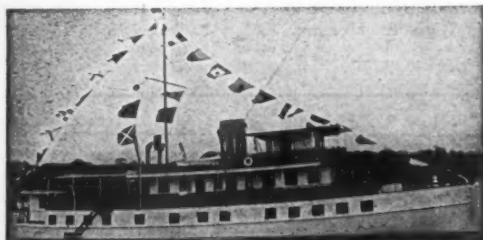
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New York City
Telephone Murray Hill 6656

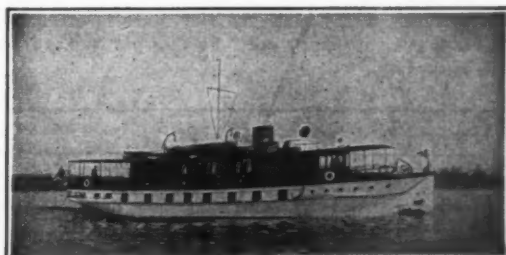
Engineers
Yacht Brokers



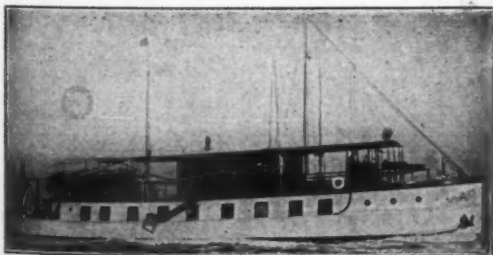
No. 1779—FOR SALE—Price attractive. Exceptionally desirable houseboat designed and built under our supervision. Completed November 1925. Has two 125 H.P. Winton Motors. Commodious owner's accommodations most luxuriously fitted and furnished. Complete particulars, plans and photographs sent on request.



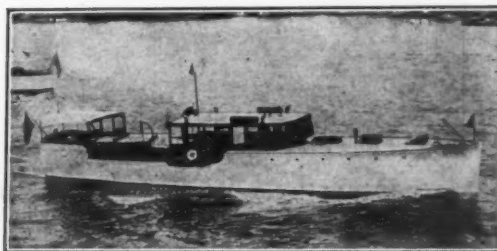
No. 1941—FOR SALE OR CHARTER—Houseboat, 100 feet x 23 feet x 4 feet. Six staterooms, four bathrooms, dining and deck sitting rooms.



No. 1999D—FOR CHARTER—B-and new 93-foot Mathis houseboat; five staterooms, three having two beds each, three bathrooms; large living and dining room on deck. Powered with two 150 H.P. Winton motors.



No. 1912—FOR SALE or CHARTER—Desirable houseboat, 77' x 17'6" x 3'6". Four staterooms, 2 bathrooms, main saloon and deck saloon.



No. 7266—FOR SALE or CHARTER—Cruising motor yacht. 75'x14'2"x3'9" draft. Built 1920. Powered with two 180 H.P. Speedway motors new 1925. Speed, 15-18 miles.

Offer all of the desirable yachts available for sale and charter,
some of which are illustrated above.



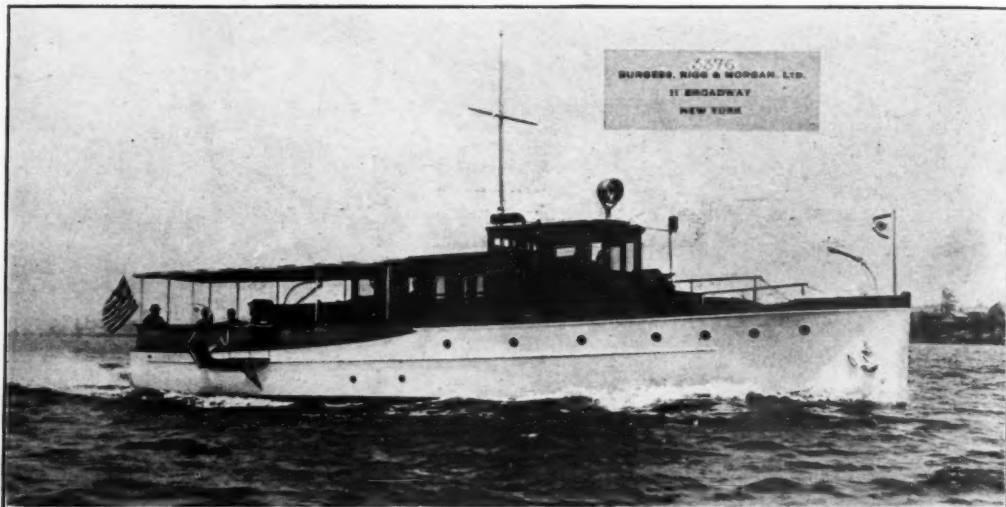
BURGESS, RIGG & MORGAN, LTD.

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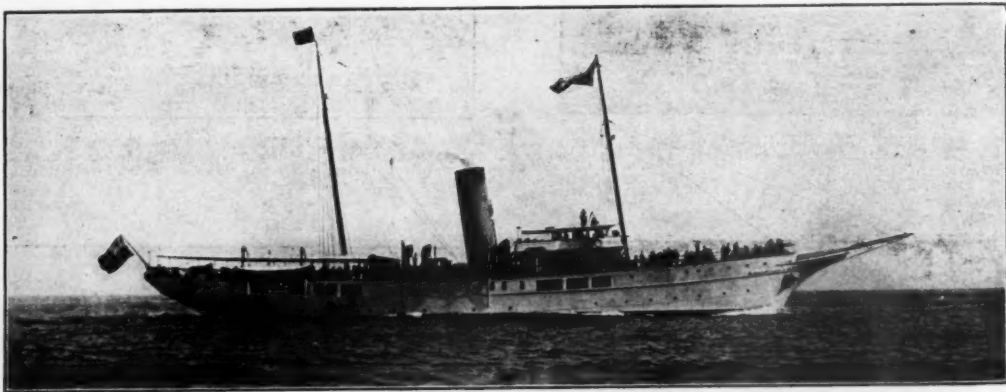
Naval Architects - Yacht Brokers

11 Broadway, New York

Cable Address:
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FOR SALE—No. 3015—Twin screw Elco 62-footer of the latest model. Only one year old and more fully equipped than a new boat. Excellent accommodations, including two double staterooms, also guests' stateroom, bathroom and three toilets. Enclosed bridge separating crew from owner's party. Has two 90 H.P. Elco motors, giving speed of 14 M.P.H. Independent lighting system. Very complete inventory. These boats are very much in demand and seldom offered for sale on the second-hand market. Low price for quick sale. Further particulars from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



FOR SALE—No. 5029—We have been instructed to offer for sale this famous twin screw sea-going Steam Yacht, one of the most comfortable sea-going cruisers ever built and well known on both sides of the Atlantic. Dimensions: 219' O.A., 32'2" beam, 12' draft. Designed by R. L. Newman and built in Scotland. Steel construction throughout. Classed 100 A-1 at Lloyds. Teak decks. Accommodations include large owner's quarters on main deck, with luxurious stateroom, private bath, sitting room and two additional staterooms and two bathrooms. The guests' quarters are below and comprise six large state-rooms and three bathrooms. Main saloon 17'x23'. Drawing room, dining room, library and smoking rooms. Seven feet headroom throughout. Has cruising radius of over 5,000 miles. For full particulars, plan, etc., apply BURGESS, RIGG & MORGAN, Ltd., Naval Architects and Yacht Brokers, 11 Broadway, New York.

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RAISED DECK AND BRIDGE DECK CRUISERS

27' x 8' x 3'	Raised Deck	14 H.P. Frisbie
28'10" x 8'6" x 3'	Raised Deck	15 H.P. Scripps
28' x 7'2" x 2'6"	Raised Deck	20 H.P. Continental
30' x 9'6" x 32"	Raised Deck	35 H.P. Erd
31' x 8'1/2" x 30"	Raised Deck	36 H.P. Redwing
31'4" x 8'6" x 2'6"	Raised Deck	25 H.P. Locomobile
31'10" x 9'6" x 3'	Raised Deck	24 H.P. Palmer
33' x 8' x 2'6"	Raised Deck	40 H.P. Fay & Bowen
35' x 8'6" x 2'6"	Bridge Deck	70 H.P. Kermath
37'8" x 8'6" x 3'6"	Bridge Deck	65 H.P. Kermath
38' x 8' x 3'	Raised Deck	40 H.P. Doman
38' x 9'6" x 3'	Bridge Deck	40 H.P. Kermath
40' x 11' x 36"	Enc. Bridge Deck	42 H.P. Frisbie
40' x 10' x 2'10"	Bridge Deck	70 H.P. Scripps
40' x 10' x 3'	Raised Deck	40 H.P. Lathrop
40' x 10' x 3'	Bridge Deck	150 H.P. Sterling
41' x 12' x 3'8"	Bridge Deck	40 H.P. Lathrop
42'10" x 10' x 2'9"	Bridge Deck	136 H.P. Van Blerck
43' x 10'3" x 2'9"	Bridge Deck	65 H.P. Scripps
44' x 10' x 3'	Bridge Deck	160 H.P. Sterns
44' x 10' x 3'	Bridge Deck	60 H.P. Wisconsin
44' x 10'2" x 3'2"	Bridge Deck	(2) 65 H.P. Kermaths
46'10" x 10'8" x 3'6"	Bridge Deck	(2) 100 H.P. Kermaths
51' x 10'3" x 4'3"	Bridge Deck	150 H.P. Speedway
42' x 11'2" x 3'7"	Bridge Deck	Palmer
52' x 11'7" x 40"	Con. Bridge Deck	150 H.P. Speedway
53' x 10'6" x 4'	Bridge Deck	40 H.P. Lathrop
54' x 11'2" x 3'2"	Bridge Deck	50 H.P. 20th Century
54' x 12' x 3'	Elco Bridge Deck	(2) 42 H.P. Elco Marines
54' x 11'2" x 3'6"	Raised Deck	200 H.P. Van Blerck
56' x 12'6" x 3'	Raised Deck	90 H.P. Van Blerck
57' x 13'2" x 3'10"	Bridge Deck	55 H.P. Standard
58' x 11' x 4'6"	Bridge Deck	70 H.P. Sterling
60'3" x 11'6" x 3'9"	Bridge Deck	60 H.P. Scripps
60'5" x 12'7" x 3'6"	Bridge Deck	(2) 150 H.P. Speedways
61' x 12'9" x 3'6"	Raised Deck	70 H.P. Sterling
61' x 13'6" x 5'	Matthews R. D.	85 H.P. Winton
61'5 1/2" x 11'4" x 3'6"	Bridge Deck	100 H.P. Doman Marines
68'6" x 13' x 3'	Bridge Deck	(2) 75 H.P. Speedways
71' x 14' x 3'6"	Bridge Deck	(2) 50 H.P. Keystones
71'8" x 15' x 4'	Bridge Deck	(2) 94 H.P. Sterlings
80' x 11'10" x 4'8"	Herreshoff B. D.	100 H.P. Speedway
22' x 8'6" x 2'9"	Elco Cruisette	40 H.P. Wisconsin
Three 34' x 8'6" x 2'9"	Elco Cruisettes	42 H.P. W.S.M.
82' x 14' x 4'1/2'	Bridge Deck	150 H.P. Speedway
94' x 13'1/2" x 5'	Bridge Deck	(2) 300 H.P. Sterlings
101' x 15' x 6'	Bridge Deck	(2) Triple Expansion
101' x 18' x 5'	Bridge Deck	125 H.P. Deisels

AUXILIARIES

27' x 9' x 4'2"	Aux. Ketch	7 H.P. Brown
28' x 9'10" x 5'	Aux. Yawl	10 H.P. Palmer
29' x 9' x 1'8"	Aux. Sloop	6 H.P. Liberty
30' x 9' x 2'	Aux. Cat Boat	4 H.P. Palmer
31' x 10'9" x 3'2"	Aux. Ketch	15 H.P. Doman
32' x 11' x 5'	Aux. Ketch	20 H.P. Roberts
32' x 11' x 5'	Aux. Ketch	30 H.P. Buffalo
33' x 10' x 4'6"	Aux. Cutter	20 H.P. Gray
35'6" x 11'8" x 3'8"	Aux. Yawl	20 H.P. Frisbie
36'6" x 7'8 1/2" x 5'3"	Sloop	(no engine)
37'10" x 11'4" x 3'6"	Aux. Sloop	5 H.P. Evinrude
38' x 10' x 3'6"	Aux. Sloop	10 H.P. Gray
40' x 12'6" x 4'	Aux. Yawl	15 H.P. Scripps
41'9" x 11'3" x 6'2"	Aux. Schooner	10 H.P. Bridgeport
43' x 12' x 4'	Aux. Yawl	35 H.P. Peerless
48' x 12'4" x 6'2"	Aux. Yawl	7 1/2 H.P. Palmer
50' x 14' x 3'3"	Aux. Schooner	40 H.P. Stearns
51' x 14'3" x 5'6"	Aux. Schooner	25 H.P. Scripps
52'3" x 12' x 7'4"	Aux. Schooner	40 H.P. Scripps
52' x 14'4" x 4'10"	Staysail Schooner	30 H.P. Scripps
53 1/2" x 10 1/2" x 7'	Aux. Sloop	(no engine)
55' x 12'6" x 8'	Aux. Yawl	40 H.P. Scripps
70' x 15'4" x 6'10"	Aux. Schooner	50 H.P. Regal
72' x 14'6" x 9'9"	Aux. Schooner	25 H.P. Scripps
102'7" x 24'4"	Aux. Schooner	(no engine)

EXPRESS CRUISERS

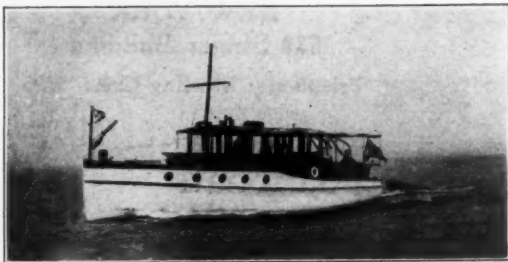
30' x 9' x 2'6"	Express Cruiser	235 H.P. Sterling
42'10" x 10' x 2'9"	Express Cruiser	(2) 200 H.P. Hall Scotts
43' x 8'9" x 3'	Express Cruiser	150 H.P. Van Blerck
45' x 11'6" x 42"	Express Cruiser	(2) 150 H.P. Sterlings
46'6" x 9'6" x 3'3"	Express Cruiser	200 H.P. Van Blerck
50'6" x 8'6" x 3'2"	Express Cruiser	185 H.P. Van Blerck
52' x 12' x 2'9"	Express Cruiser	(2) 200 H.P. Sterlings
53' x 7'6" x 2'4"	Express Cruiser	(2) 180 H.P. Speedways
62' x 11'4" x 3'2"	Express Cruiser	(2) 225 H.P. Sterlings
66' x 11'4" x 3'2"	Herreshoff E. C.	(2) 200 H.P. Sterlings
68' x 11'6" x 3'	Herreshoff E. C.	(2) 200 H.P. Van Blercks

HOUSE BOATS

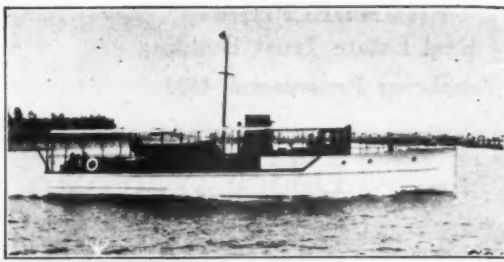
38' x 12' x 3'	House Boat	15 H.P. Sterling
40' x 12' x 3'6"	House Boat	45 H.P. Cadillac
45' x 14'6" x 3'6"	House Boat	75 H.P. Frisbie
50' x 14'3" x 3'	House Boat	97 H.P. Sterlings
53'6" x 10' x 3'	House Boat	(2) 50 H.P. 20th Centuries
71'5 1/2" x 10'5" x 3'8"	House Boat	90 H.P. Standard
77' x 18'6" x 2'6"	House Boat	(2) 75 H.P. 20th Centuries
77' x 17' x 4'8"	House Boat	(2) 37 H.P. Standards
80' x 16'2" x 2'10"	House Boat	(2) Sterlings
80' x 17'6" x 3'	Mathis H. B.	(2) 70 H.P. Standards
86' x 18' x 3'6"	House Boat	(2) 65 H.P. Lathrops
83' x 18' x 3'3"	Mathis H. B.	(2) 90 H.P. Standards
120' x 23' x 4'6"	House Boat	(2) 250 H.P. Wintons

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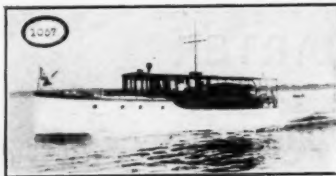
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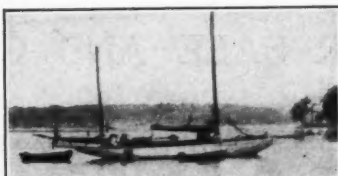
No. 1138. For Sale—50 ft. x 14 ft. beam deckhouse cruiser with Diesel engine. Heavily constructed, recent build. Excellent value. Further particulars from Henry C. Grebe & Co., Inc., 400 N. Michigan Avenue, Chicago, Ill.



No. 994—FOR SALE—Attractively priced 62 ft. x 11 ft. twin screw express cruiser. Good sea boat and in excellent condition. Speed up to 20 miles per hour. Owner purchased larger yacht. Henry C. Grebe & Co., Inc., 400 N. Michigan Avenue, Chicago.



No. 1057—For Sale—Twin Screw. New 1921; 50 ft. x 12 ft. x 3 ft.; very complete and in excellent condition. Sleeps six comfortably in owner's quarters. Has comfortable deckhouse and roomy afterdeck. Reasonable price. Henry C. Grebe & Co., Inc., 400 North Michigan Avenue, Chicago, Ill.



No. 555—For Sale—Unusually fine auxiliary Yawl 55' x 36' x 15' x 4'6". Speedway motor in first class condition. Boat in commission ready to go. Particulars from Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.



No. 106 — For Sale — Fine 40' power boat. One double stateroom, dining saloon, galley, two toilets. Speedway self-starting motor. Attractive price. Excellent condition. Particulars from Henry C. Grebe & Co., Inc., 400 N. Michigan Avenue, Chicago, Ill.

SALES and CHARTERS

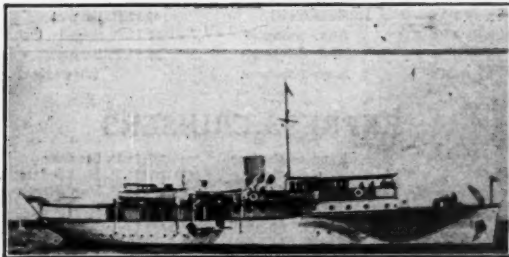
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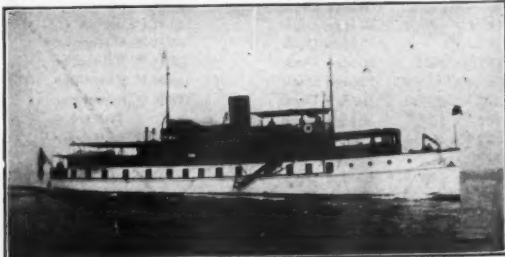
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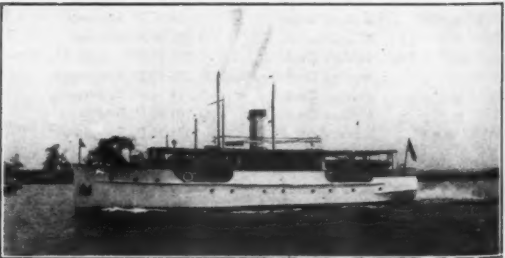
No. 8169—FOR SALE—One of the best of the Diesel Powered Yachts. Length, 160 ft. (about). Twin Screw—Steel Hull—Classed A-1.



No. 227—FOR SALE—115 ft. Power House Yacht—Lawley Build—Twin Screw—Winton Engines—Splendid Accommodations—Considered the best yacht of her size and type.



No. 7968—FOR SALE—77' Twin Screw Express Power Yacht, Sterling Motors, Lawley Build, in excellent condition. Speed up to 23 miles.

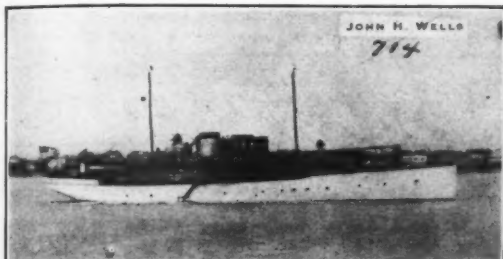


No. 3631—FOR SALE OR CHARTER—72' Power Yacht having large deckhouse, three double staterooms and dining saloon below—Ideal for Northern and Southern waters. Attractive price.

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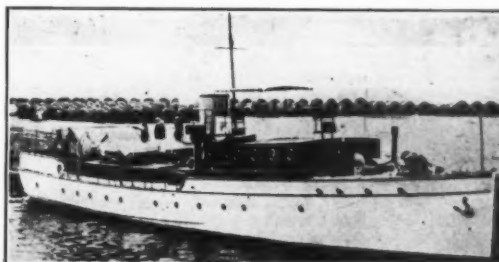
No. 714—FOR SALE—Modern Twin Screw Diesel Cruiser, 100 ft. over all, 19 ft. beam, 5 ft. draft. Built 1924. Powered with two 6-cylinder 125 H.P. Winton Diesels, installed 1926. Four staterooms, 3 baths, large deckhouse. Best construction. Excellent condition. Price and further particulars furnished on request. John H. Wells, Inc., 11 East 44th Street, N. Y. City.



No. 496—FOR SALE—Beautiful mahogany raised deck cruiser, built in 1924. 62' overall, 13' beam, 4' draft. Powered with two 6 cyl. 5 1/2 "x 27" Speedways. Speed 17 M.P.H. Independent lighting plant. Water pressure system. Heating plant, etc. Two double staterooms. One bath and one toilet. Deck house and main cabin completely equipped and handsomely furnished. For price and further particulars, John H. Wells, Inc., 11 East 44th Street, New York City.



No. 603—FOR SALE—Modern twin screw Express Cruiser, 80 ft. over all, 14 ft. 6 in. beam, 4 ft. draft. Designed by us and built by Consolidated under our supervision in 1926. Two 6-cylinder 250 H.P. Wintons. Speed, 25 miles per hour. Accommodations for five in owner's party. Larke deckhouse, dining saloon, forward cockpit and bridge deck. Exceptionally well built, handsomely furnished and in excellent condition. Now in commission. For price and further particulars write or wire John H. Wells, Inc., 11 East 44th St., N. Y. C.



No. 502—FOR SALE—Sea-going Diesel Cruising Yacht, 100 ft. over all, 19 ft. beam, 5 ft. draft. Built 1925. Powered with two 6-cylinder 150 H.P. Winton Diesels. 8x staterooms, two baths, dining saloon in deckhouse. A staunch, able sea boat. Inspection, New York City. For price and further particulars, John H. Wells, Inc., 11 East 44th Street, N. Y. City.

WILLIAM GARDNER & CO.

Naval Architects, Marine Engineers and Yacht Brokers

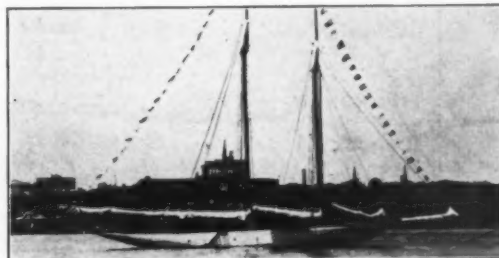
Phone: 8633 Bowling Green

No. 1 BROADWAY, NEW YORK

Cable Address: Yachting, N. Y.



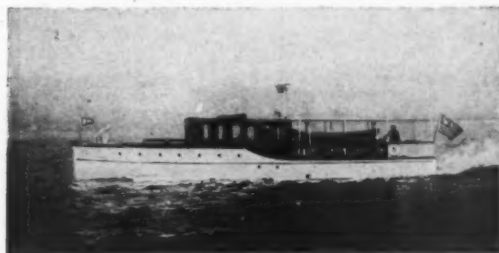
No. 2892—For Sale—Twin Screw Diesel yacht, 108x18.5, two 6 cylinder Bessemer motors, speed 12/13 knots. Yacht practically new. Owner has purchased larger boat. Price attractive.



No. 2267—Auxiliary schooner, Lawley built, 96x66.9x18.10x11.4, equipped with Sterling motor, 4 staterooms, etc. In good condition and any reasonable offer considered.



No. 214—For Sale and Charter—80 ft. palatial houseboat, two 6 cylinder motors, has one single and four double staterooms, three baths, etc.



No. 2199—Enclosed bridge deck cruiser, 58 x 12, new Stearns 6 cylinder motor installed, three staterooms, etc.

HARRY W. SANFORD

YACHT BROKER

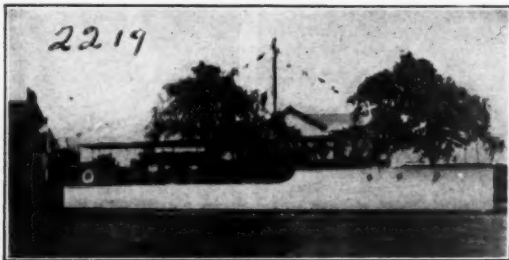
NAVAL ARCHITECTURE

501 FIFTH AVENUE (42nd St.) NEW YORK

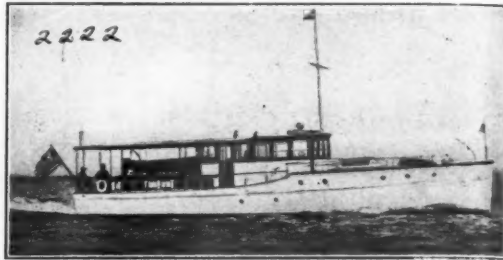
TELEPHONE:
VANDERBILT 696

INSURANCE

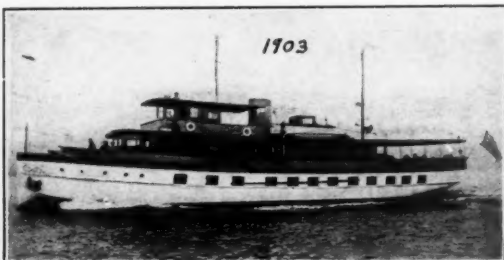
OUR MOTTO: To offer yachts which will be a pleasure for you to own and a recommendation for us to sell; to render such service as to have you feel you should like to do business with us again.



No. 2219—For Sale—60' twin-screw cruiser, speed 18 miles. 3 staterooms, shower, etc. Enclosed deck house. Of the best construction, fast, comfortable and able.



No. 2222—For Sale—54' twin-screw cruiser, speed 12-14 miles. 3 staterooms and saloon. Has had the best of care and modern in every respect.



No. 1703—For Sale or charter—100' twin-screw cruising house-yacht. 5 staterooms, 3 baths, etc. A palatial floating home with every comfort.



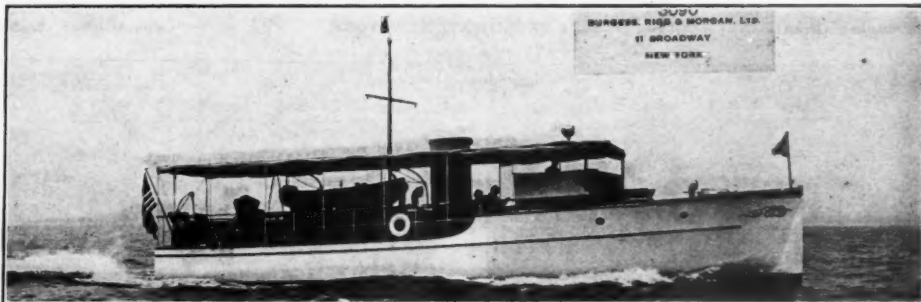
No. 2035—For Sale—Unusually fine 30' houseboat, speed 10 1/2 miles. 3 double staterooms, bath-room, commodious galley, etc. The best of construction and in excellent condition.

BURGESS, RIGG & MORGAN, Ltd., - Naval Architects - Yacht Brokers

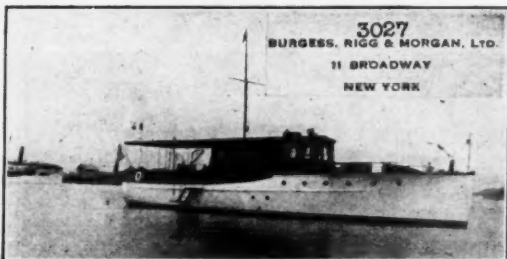
Telephones: BOWLING GREEN 6595-6596

11 BROADWAY, NEW YORK

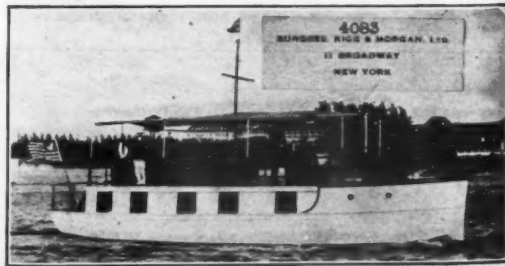
Cable Address: "RIGGING"



FOR SALE—No. 3090—Consolidated 52 ft. cruiser. Built 1917 and in perfect condition. Speedway motor with removable cylinder heads. Speed, 15 m.p.h. and up. Has fine double stateroom aft and large saloon. Galley, forecabin and dining saloon forward. Engine under bridge deck. Owner building new yacht from our designs, and is willing to sell at a very reasonable price. For further particulars apply to BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York City.



FOR SALE—No. 3027—Elio 56-footer. Built 1926. Deckhouse solid mahogany. Owner spent \$3,500 on her this spring in improvements, refinishing, etc. Is like a new boat and much more fully equipped. Has two Elio motors, giving speed of 13 m.p.h. Accommodations include one double and two single staterooms, also berth in deckhouse. Can be run with one man in crew. Very highly recommended. Further particulars from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



FOR SALE—No. 4083—Mathis, 43 ft. houseboat, built 1917. Standard Motor. Double stateroom, also four berths in saloon, sleeping six aft. Three toilets. Over \$3,000 spent on improvements recently. Very good condition and fully equipped. Ideal for cruise to Florida. These small Mathis houseboats are very popular and seldom offered for sale. Quick action necessary. Apply to BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York.

THE MOTOR BOATING MARKET PLACE

The rate for "For Sale" and "Want" advertisements is 8 cents per word, minimum \$2.00. If an illustration is used, the charge is as follows, which includes the making of the cut:

Cut one inch deep, two inches wide.....	\$9
Cut 1 1/2 inches deep, three inches wide.....	12
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Classified advertisements set entirely in small light face type. No extra charge for capitals. Bold face type used at display rate, \$12 per inch, single column. New advertisements can be accepted up to twelfth of month for following issues.

Opportunities for the Motor Boatman

Before you buy or before you sell examine the exceptional buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR Boating.

MoToR Boating, 119 West 40th St., New York



FOR SALE—Exceptionally fine power Cruiser, built 1924. Dimensions, 100 ft. x 19x5 draft, two new Winton Diesel 125 H.P., each; speed, 10 knots. Accommodations include four state rooms, 3 bath rooms, 3 electric toilets and large deck saloon, hot water heat, ventilating system, ice machine. An exceptionally high grade Yacht in every respect. Built for long sea cruising. Owner selling on account of sickness. Address Box 47, MoToR Boating.



FOR SALE—Miss Charlevoix, holder of the world's record for fastest 2 1/4 mile lap for 725 Class Hydroplane. Trailer and cover included. Owner has gone into outboard racing entirely; will sell cheaply if taken this Fall. Ready to demonstrate any time. Address M. Roy Brady, Charlevoix, Mich.

HICKMAN SEA SLED HULL FOR SALE. Solid mahogany. Twenty-three feet long. Sound as a dollar. Has been kept out of water during its entire life except when in use. Installing motor in cruiser. No further need for hull. Cost \$4,000 without motor. Will take first check received for \$975 f.o.b. Beaumont, Texas.
Jefferson Motor Car Co.

Water front for sale or lease, ideal for boat building, East River, Bronx, N.Y.C., 35 minutes from 42nd St. Write for particulars, C. Beach, 427 Beach Ave., New York City.

FOR SALE



An Ideal Summer Home For Somebody

I wouldn't ever sell this summer home I built three years ago on Clam Island, Branford, Conn., if I lived in New York or any other place within striking distance. It's too attractive, too alluring, too comfortable to give up. You can motor on excellent roads to the tip of Indian Neck—just out of Branford—where I have just completed a two-car garage with living quarters for my chauffeur. Two hundred yards over the water and you're at my new cement boat-dock. Almost half an acre of lawn with a house built on solid rock. A solid cement retaining wall nearly 100 yards long laughs at storms and high tides. The house is built to last more than a lifetime. Large living room with big grate, dining room, kitchen on first floor, four large bedrooms on the second floor with generous bath. A finished attic with comfortable servants' room and underneath the whole house an excellent cool cellar. Clam Island sticks out in the Sound, beyond other islands. Ideal for fishing and sailing, with splendid safe harbor. Pine Orchard Golf Course within five minutes' drive. Somebody will find this the most satisfactory place to enjoy a fall, long summer, and were my business not too far removed, I'd never sell it. I do not expect to get my investment out of it, but I have put a lot of real time, money and care into all the construction. Please communicate if interested direct with me.

HARRY E. FIELD
Clam Island, Branford, Conn.
or after Summer Season to me at
Leo Tire & Rubber Co.,
Cromwell, Pa.

Wanted to buy Curtis 0x5 aviation engines with and without marine conversion, A. H. Lawson, 215 North Ave., Milwaukee, Wisc.

FOR SALE

Sterling four-cylinder, four-cycle 20-35 horse power, in excellent condition, recently overhauled and rebuilt, 600 R.P.M., 4 1/2 x 5 1/2 weight about 800 pounds, Bosch dual battery and magneto ignition, suitable for cruiser or open boat. Owner installing larger motor. Price, \$300. Apply Box 14, care MoToR Boating, 119 West 40th St., New York.

BEAUTIFUL RAISED DECK CRUISER, 39.6x10.4; 24 H.P. Palmer; speed 10 miles; real sea boat, built 1922; \$2,950. W. WUERZ, 1182 E. 31st St., Brooklyn. Phone Midwood 4457.

FOR SALE OR EXCHANGE

Aux Yawl 50x14x6. Fast and able. Fully equipped and in A-1 condition. In commission at New London. Selling at sacrifice or exchange for 30 to 40 ft. cruiser or motor sailer, or 28' Matthews. A bargain. Act quickly. H. E. Carpenter, 302 Washington St., Norwich, Conn.

Wanted position, Captain, take or deliver yachts, Florida. Agent, demonstrator, charge fish camp. Genteel American, reliable. Years of experience, references. Syd Verts, Beach Haven, N. J.

WILL SELL 16 foot flat bottom motor skiff of substantial construction powered with an inboard Evinrude engine, 5 h.p. Suitable for children, as boat is broad and stable. Price moderate. F. W. Horenburger, 4263 Byron Ave., Bronx, N. Y.

Position wanted—Engineer, on boat going South. Marine engine, cruiser, machine shop and electrical design experience. Young man, American. References. Address Box No. 48 MoToR Boating.

FOR SALE—26' Elco Cruiser, built May, 1926; excellent condition, well equipped. Price, for immediate sale, \$1,750 cash. Kinsey, 546 Avenue A, Bayonne, N. J.

FOR SALE—A 20-ft. x 6-ft. round-bottom, V-stern runabout, 15 H.P. Palmer Little Husky engine. All brand new. Price, \$900. Charles R. Gordon, Box 1106, Manatee, Fla.

CRUISER, BRIDGE DECK CABIN

60x13x3 ft. 6 in. draft, newly painted, thoroughly overhauled, new six-cyl. Van Blerck motor, self starter and generator, new batteries, wicker furniture, fully furnished and ready for immediate delivery, sacrifice \$4,500. Murphy, 1804 Broadway.

FOR SALE—Matthews 38 Cruiser; 6 Cyl. Red Wing Motor; screened and fitted with almost every conceivable extra, including radio. Delivered new July 2nd and in commission just 37 days. Cost in excess of \$8000—as is and priced for quick sale at \$6500. Can be inspected at Peirce & Kilburn Boat Yard, Fairhaven, by applying to owner, John S. Coy, at Buick Sales-room on New Bedford-Fairhaven Bridge. Sold for reason that a fair trial has demonstrated that myself and family are not and cannot be developed as sailors. I am thoroughly convinced, however, that the Matthews 38 is the greatest cruiser of its dimensions afloat. A selling commission of 5% will be allowed to any legitimate dealer or broker anywhere who may be able to influence the sale. John S. Coy care Buick, New Bedford, Mass.

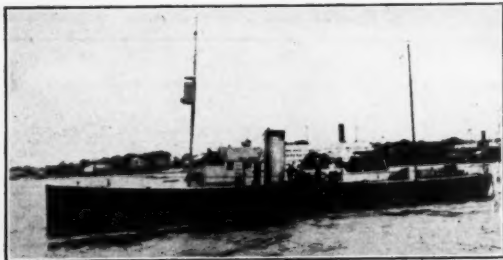
FOR SALE—New and complete 26x6-4 Solid Mahogany Runabout Hull. Photo will be sent on request. Will sacrifice for quick sale. Noack Boat & Motor Works, 115 Webster Street, Bay City, Mich.

FOR SALE—Hundred foot by hundred foot lot on Manhasset Bay in the new Carl G. Fisher Development, Bayview Colony, Port Washington, Long Island. All improvements completed, including dock and floats, enclosed swimming pool, tennis courts, etc. Boat or yacht can be moored in the best of anchorages 500 feet from lot. Four yacht clubs in immediate vicinity; thirty-five minutes by electric train to Pennsylvania Station, New York City. Would make excellent site for summer or all year home for yachtman. Address Box 15 Care MoToR Boating.

When writing to advertisers please mention MoToR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

BIGGEST BARGAIN OF THE YEAR

**This speedy 114' U. S. Navy Sub-Chaser
For Sale**



I have just acquired from the U. S. Navy the SP2840. This boat cost over \$200,000 to build. Following are specifications: Length: 113'9"—Beam 15'3"—Draft 3'9". Motive power—2 Twin Screw 600 H.P. Triple Expansion Engines connected to Boilers: 2 Express Type Water Tube Boilers, oil burning, manufactured by Herreshoff, tested to 250 lb. pressure. Maximum Speed: 24 Knots—Cruising Radius 3000 miles. Ample Staterooms and bunks for crew and officers. Hull: Steel, built 1918 by Herreshoff Mfg. Co. Tonnage: 65 Gross Tons.

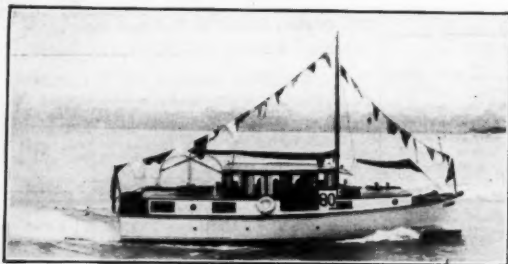
This boat will make an excellent Fishing Boat, training boat, passenger boat, private yacht, party boat or work boat. It will go anywhere on its own power. Must make immediate disposal. First party with \$8,000 offer can own this boat. Inspection can be made Brooklyn, N. Y. Wire or Write.

E. MURRAY

1949 E. 22 St.

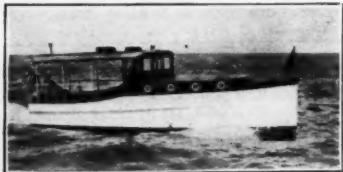
Brooklyn, N. Y.

Phone Esplanade 2658



Matthews "38" Double Cabin Deck House Cruiser

A new boat used but a few times. Has sleeping accommodations for seven, including handsome owner's stateroom, two toilets, shower bath and spacious enclosed deck house. Powered with 8 H.P. 6 cyl. Red Wing. Has electric lights and every convenience. Ready for delivery now. A fine opportunity to secure one of these desirable boats at a most attractive figure. For full information write Box 50, care MoToR Boating.



FOR SALE—Rochester 33x9 ft. cruiser powered with 4 cyl. Model E Scripps. Speed 12 miles per hour. Boat in excellent condition. Can be inspected at Rochester. Rochester Boat Works, Inc., 10 Charlotte Station, Rochester, N. Y.

Mahogany Raised Deck Cruiser (35x9). Sea-worthy, classy, reliable. Like new in commission, fully equipped, compelled to sacrifice, \$1500, any demonstration. Box 49, MoToR Boating.



Available for Immediate Delivery

ONE of the beautiful new DAWN twin-screw, 45-footers, similar to boat in photograph, but having bridge all enclosed, delivered July, 1927. Owner has placed order with DAWN for larger craft. Powered with two 65 H.P., 6-cyl. KERMATHS. Accommodations for six in owner's party—one paid hand. Three toilets. Finest construction throughout. In perfect condition.

DAWN BOAT CORP.

CLASON POINT Westchester 7000 NEW YORK CITY

BOATS—NEW AND USED

New Matthews 38 Double Cabin, Bridge Deck. Sleeps eight (8) people comfortably. Six Cylinder Kermath. Ready for Delivery immediately. Standard in every respect and fully equipped. Priced to sell quickly and can offer tremendous saving.

Matthews 38 Single Cabin. Ninety days old. Cost \$6,750.00. Equipped and ready for delivery at once. Owner getting larger boat, will sacrifice for quick sale. Used less than fifty (50) hours and is just nicely broken in. Chris-Craft, 26 ft. 150 Kermath. Used only this season. Has all new improvements on Motor. \$3,000.00.

Chris-Craft Cadet. Sixty days only. Scripps 110 H.P. Special. Looks like new. Cost \$2,650.00. Will sell for \$2,000.00.

Chris-Craft Cadet. Six weeks old. Chrysler Marine Motor Installed. Cost \$2,450.00. Will sell for \$1,850.00.

Baby Car 33 ft. Liberty Motor "LADY CLEVELAND." Boat, Motor, Gear Box and Equipment all in finest possible condition. Inspect boat and make offer for Owner's consideration. Owner asking \$7,500.00. 40 ft. Bridge Deck Cruiser completely overhauled. Ready for Service. \$1,750.00.

34 ft. Cabin Cruiser. New Kermath Motor. Ready for Service. \$2,500.00.

All Boats sold afloat at Cleveland, Ohio. Will give satisfactory demonstration at any time.

LAKE ERIE YACHT BROKERAGE CORP.

1374 W. 117th Street

Lakewood, Ohio

FOR SALE—Cabin cruiser, length 30'x9'x2'6", planking white cedar, oak ribs, copper fastened, hull in good shape, cash selling price, \$300.00. Peerless Pattern & Fixture Works, Charleston, S. C.

FOR SALE—26' Elco Cruiser, built May, 1926; excellent condition; well equipped. Price, for immediate sale, \$1,750 cash. Kinsey, 546 Avenue A, Bayonne, N. J.

Read October Motor Boating for the Complete Story and Summary of the Great Detroit International Regatta

Advertising Index will be found on page 170

REBUILT ENGINES NOW!

Out of stock! Immediate delivery! Big Selection! Prices that are right and a real guarantee! Write for our Bargain List!

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Bruns Kimball & Company, Inc.

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WANTED A SALES MANAGER

by a large manufacturer of
marine equipment for
pleasure craft, commercial
and naval vessels.

Address, Box 45,
Care MoToR BoatinG



FOR SALE. 34'x6'10" Hacker runabout. 12 cylinder Liberty motor just overhauled and like new. Speed over 45 miles per hour. Must sell as I am getting larger boat. This is an ideal boat for Florida. J. W. STROH, 909 E. Elizabeth Street, Detroit, Mich.



FOR IMMEDIATE DELIVERY
43' x 9 1/2' x 2 1/2' Raised Deck Cruiser built by Consolidated, powered by dual valve Frisbie, three years old, boat in full commission, fast, staunch and seaworthy, everything in perfect shape. A real bargain; has owner's stateroom and separate cabin for guests. Inspectable around New York City. BRUNS KIMBALL & CO., 50 West 17th Street, New York City.

FACTORY REBUILT KERMATH ENGINES

Pick Yours From This List

12 H.P. Unit F.	\$ 350
16 H.P. Unit F.	\$ 375
20 H.P. Unit F.	\$ 400
24 H.P. Unit F. (with starter)	\$ 475
35 H.P. B.E.F.	\$ 750
50 H.P. B.E.F.	\$ 850
100 H.P. B.E.F.	\$1150

These motors have the factory guarantee of one year or more. They are bargains at these prices.
Kermath Mfg. Co., 5879 Commonwealth Ave.
Detroit, Michigan

ENGINE BARGAINS

Doman 4-cylinder, 4 1/2 x 6, Complete Unit Bosch Electric Starter, \$350.00.
Milwaukee 4-cylinder, 30 H.P., Complete Unit Bosch Electric Starter, \$350.00.
Ruttenberg 6-cylinder, 4x4, Bosch magneto, Water Pump, new, \$200.00.
Miller 4-cylinder, 15 H.P., Complete Unit, rear starter, new, \$200.00.
Universal 4-cylinder with gear, \$215.00.
Continental Van Blerck 6-cylinder. All sizes. Small engines. Boats all sizes. Send for new list.
HUNTER BOAT CO.
McHenry, Illinois.

We have to offer a number of decided bargains in engines, as well as boats and equipment. Please state your requirements. A. M. Deering, 1642 Monadnock Bldg., Chicago.

12 H.P. UNIVERSAL unit plant, \$145; 12 H.P. Kermath, \$165; 24-30 H.P. Red Wing unit plant, \$275; 25-30 H.P. Waukesha, \$225; 20-25 H.P. Kermath, 4x4, \$315; 20 H.P. Doman, 5x6, heavy duty, \$225; 25-30 H.P. Danielson unit plant, \$175; 30 H.P. Doman, 4 1/2 x 6, \$325; 40 H.P. Doman, 6x7, \$425; 40 H.P. Wisconsin six cyl., 4 1/2 x 5, with starter-generator, \$385; 100 H.P. Van-Blerck six cyl. with starter-generator, \$315; three cyl. 6x3 Standard, \$315; 18-25 H.P. three cyl. Pierce-Budd, \$165. Large stock two-cycle marine engines. Badger Motor Co., Milwaukee, Wis.

FOR SALE—Slightly used 23 ft. raised deck cruiser. Excellent condition. Richardson Boat Co., Inc., North Tonawanda, N. Y.

BARGAIN

25 ft. Atlantic Dory, smooth planked cedar decks and combing bright varnished. All bronze fittings, spray hood, rods, etc. Kapoc filled fitted cushions. Universal Engine, rear starter. D. U. 4 Bosch Magneto. Engine entirely enclosed. All brass exhaust piping. Price \$750.00. Boat at Rayshore, L. I. C. H. Smith, 3544 Broadway, New York City, N. Y.

SPEED LAUNCH

Mahogany hull, 36 ft. long, 6 ft. beam, 1 ft. draft, in fair condition only. 48 H.P., 4 cycle, 4 cylinder (6 in. x 6 1/2 in) Wisconsin engine, 2,000 R.P.M., with Paragon clutch attached, separate from hull, completely overhauled. Best offer takes either or both. HUHN MFG. CO., 1391 Sedgwick Ave., New York. Telephone Jerome 8513.

WANTED—Bridge or Cabin Deck Cruiser. Must be in perfect condition; not less than 40 or over 50 feet in length; one that has not been in commission over two years; product of Consolidated, New York Yacht and Launch, Lawley, or manufacturer of equal standing preferred; must be two-cabin type, comfortably sleeping six. In replying give complete specifications, power plant, equipment and price. Boat must be passed on by expert. Don't waste time unless boat meets these requirements. Address Box 46, care MoToR BoatinG.

FOR SALE—Raised deck Cruiser, length 30 ft., beam 9 ft. 1 in., draft 2 1/2 ft., 1 1/2 in. cypress hull, 2x2 oak frames, oak finish, berths for 4; galley, toilet, all fittings finest quality and complete. Gray V motor, boat practically new, runs not more than 300 miles; built on plans of Dragon 2d, published in MoToR BoatinG; price \$2,500; two-thirds of cost. Address C. C. Heltman, Mills Bldg., Washington, D. C.

FOR SALE—Type L-M-6 Hall-Scott marine motor, with reverse gear and electric starter; all in good condition. Price for quick sale, \$1,500.00 F.O.B. Boston. Rapp-Huckins Co., Inc., Boston, Mass.

FOR SALE—1 Unused Standard Gasoline Engine—6 Cylinder, 125-150 H.P. 8 1/2-inch Bore by 11-inch Stroke N Type. Builders' rating 115 Actual Brake Horse at 350 R.P.M. and 150 Actual Brake Horse at 400 R.P.M. Address Box 26, MoToR BoatinG, 119 W. 40th St. N. Y. C.

When writing to advertisers please mention MoToR BOATING, the National Magazine of Motor Boating, 110 West 40th Street, New York

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If you have a boat in Florida waters that you want sold, insured, surveyed, or cared for in any way; or if you wish to purchase one; I can serve you. Over fifteen years' experience as a Naval Architect, Shipbuilder and Inspector. My list of all classes of boats for sale and charter is very extensive.

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 206 Exchange Building, Miami, Florida

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ELDREDGE-McINNIS, INC.

Naval Architects Engineers
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 100 State Street McKinley Building
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Formerly General Manager, The Elio Works,
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 682 Liverpool & London & Globe Bldg.
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Ball and power yachts. Houseboats and commercial vessels. Surveys made in all Gulf Ports. I have a large number of yachts of every description for sale, and some for charter. Stability and free board calculations. Cable address: "Walkeon."

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THEODORE D. WELLS

NAVAL ARCHITECT—MARINE ENGINEER
 Established 1903
 33 RECTOR ST. NEW YORK, N. Y.
 11th Floor
 Designing — Construction Supervision
 Repairs — Surveying
 Brokerage — Insurance

YARD and SHOP

(Continued from page 56)

plywood products, on July 1 began an extensive use of the air mails.

All first class mail to points west of Omaha now goes forward also by air mail. A special letterhead and envelope, printed in two colors, red and blue, the same as the regular air mail envelope, have been prepared for their use. The letterhead and envelope are printed on very thin paper so that a two-page letter, stamped and sealed in its envelope, weighs less than half an ounce, to come within the air mail postage rates of \$.10 a half ounce.

Under the new posting arrangement, all letters for first class mail are written in the regular way, except that the first carbon copy is on the special letterhead. The original is signed in the usual way and sent by train mail, and the carbon copy, on the special letterhead and in the special envelope, is sent by air mail, unsigned. Many hours are expected to be saved in this way. On the bottom of the letters sent by regular mail appears the note, "Copy of this letter going forward air mail."

Many Stock Boats Being Sold

That this country has suddenly become water conscious is demonstrated emphatically in the number of stock craft sold during this season. It is significant that most of these sales have been to persons who have not heretofore displayed more than passing interest in the unbounded opportunities for pleasure which fresh and salt water afford.

Yacht and motor boat clubs in every part of the country have experienced substantial increases in membership. Clubs have been forced to enlarge their harbors and provide docking facilities to care for the sudden growth in their fleets.

Rex Maynard of the Indian Lake Boat Company, Incorporated, 'Lima, Ohio, builders of the Dart Runabout, says:—"In the realm of stock motor boats, possibly none has struck the popular fancy of this water conscious public as has the Runabout. The industry has reached a point in its history that is in many respects similar to that in which the automobile world finds itself. Prices are more or less stabilized, and a limited amount of money will buy an exceptionally fine boat. This has not been the situation previously, when the man who wanted to enjoy the water was forced to the prohibitive expense of a specially designed and equipped boat." Go where you will—when you will... idle along or step on 'er... Not a speed boat in the strict sense of the word, yet speedy enough to make a Runabout race the real feature of any regatta.

Typical of American industry and enterprise, boat manufacturers have swung into quantity production of stock crafts, standardizing their designs, lowering cost of production and offering their products to the sport lover at remarkably low cost.

Steady production has enabled the buyer to receive delivery of his Runabout but a few days following the placing of his order, either from the dealer's stock or direct from the factory. The present system of distribution is likewise a situation which closely parallels the automobile industry and is growing in importance each year.

(Continued on page 166)

Advertising Index will be found on page 170



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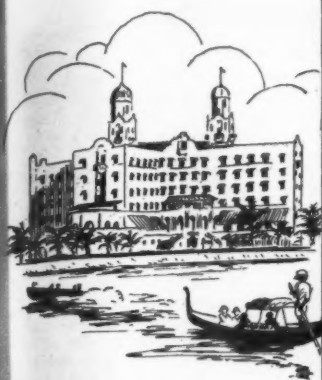
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They realize that if you actually know your engine temperatures, you can safely regulate your cooling water supply and get the most miles per gallon.

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The installation, even where provision has not been made, is easy.

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Chicago Office: Chicago Tower Court
The MotoMeter Co. of Can., Ltd., Hamilton, Ont.

**BOYCE
MOTO METER**
Marine Type

\$10.00

Through the Kiel Canal

(Continued from page 15)

guided us to a mooring place at the west side of the canal.

Three schooners lay to different piers and we were privileged to choose one of the three to lie alongside. I would have chosen the cleanest—having a belated regard for the Lucette's white paint—but Paul wouldn't have it.

"High deck load of logs," said he, monosyllabically. (It is difficult to speak other than in words of one syllable when one has been practising a foreign tongue.) "Roll down in night and sink us. Tie to tar boat with low deck load."

More shades of the Hippocampus! We moored to a Dutch huf (if that's the way it is spelled) laden with barreled tar from Stockholm and passed an uneventful night.

At seven of our first completely rainy morning the pilot came aboard and woke us up. No more could we say that we had cruised so-and-so-many miles without once taking a pilot. We had to make the best of him. Finding a westerly slant behind the rain, he ordered us to hoist our sails and with wind and fuel together we headed northeast to Kiel. Jim, taking the Major's turn at preparing breakfast, announced that the meal was ready and we stationed Anthony at the wheel and invited the pilot below.

A native of Holstein is Pilot Feil, with an excellent command of English which, however, gives indications of having been acquired along the waterfronts of the world. Despite P. L.'s feminine presence his oaths dropped like the gentle rain from heaven, and as there was no stopping him or them we tried to pretend that we were unaware of them.

Five minutes after Herr Feil had begun his story of the Great War we ceased regretting that we had had to take a pilot. A necessary evil had suddenly become a gold mine. I can't—or shan't tell his story in the vernacular, but it will bear repetition even in my feeble translation.

"After I had been knifed by a Senegalese on the Western Front and given up for dead," said the pilot, *en effet*, "I recovered and was ordered to a German cruiser operating in the Baltic. With other cruisers near by and mine sweepers ahead we went to storm the Russian city of Reval. Everywhere the sweepers swept and cleared a path, but as we came on *pfouf*, a cruiser to the right of us was spoiled. Back came the sweepers and cleared the mines again. But *pfouf*, a cruiser to the left of us was spoiled."

"How did that happen?" asked P. L.

Because the Russian mines were laid three in a cylinder, like so. When the top mine is gone the second one comes up, and if that is spoiled the third comes up. Finally the channel was clear and we steamed on. I thought of my wife and of the wives of the poor fellows on those two cruisers that were spoiled.

"And now the Russian battle cruiser Slav opened fire on us, feeling for the range. Grenades (shells) fell into the water 600 yards to port of us. Two minutes later more grenades exploded in the water 400 yards short of us.

"Gentlemen," said my commanding officer, "we have exactly four minutes on this earth. The Slav is lifting the range 200 yards each time and in four minutes—goodbye."

"I pulled out my watch and looked at the snapshot of my good lady under the crystal. Less than four minutes to live. I could not help myself. I felt seasick and sad.

"And then our commanding officer ordered the pointers of our port guns to stand ready. 'Good,' I thought. 'We cannot hit the Russian but we shall die fighting.'

"But now our captain gives the command to deflect the guns to their lowest elevation. He looks at his watch and at exactly two minutes from the last broadside he orders the men to fire. Our ship reels and our grenades strike the water 400 yards away.

"He is crazy," I think, "wasting good ammunition at the water. He might at least try to hit the Slav."

"But then I remember to look at my own watch. I have fifty seconds to live, forty, thirty. Far away I see the smoke from the Slav and know that death is on the way, flying through the air. I put my watch away. Well, it was a good life.

"Splash! And the Russian grenades hit the water 200 yards beyond us. And now I see that my captain is not crazy. He has fooled the Russians into thinking that their range was short—and they have fired over us. Now we have turned about and are steaming away from Reval. Again our captain fires our own grenades into the water—again on the side nearest the Slav; and again his next salvo goes over us.

"We breathe again, we fly through the water, we shoot our guns low—and we are free. How sweet life seemed."

"I bet it seemed sweet," said Paul, who has been under the concentrated fire of big guns and knows how it feels. "Was that all that happened to you in the war?"

Pilot Feil paused to munch his bread and drink his coffee. "No," said he, presently. "Another time I was on another small cruiser patrolling up toward Riga. Again we fell in

(Continued on page 74)

YOUR CIRCULATING PUMP MAY NEED REPLACING



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FORM X
Code Axe**

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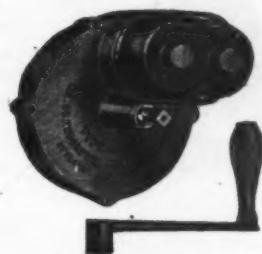
ard equipment. They are made in all standard sizes, types and forms to fit any make of engine.

Oberdorfer Bronze Gear Pumps have many improvements. They have double bearings and are fully lubricated. Positive in action. Trouble-proof and wear-proof.

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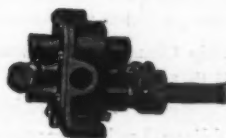


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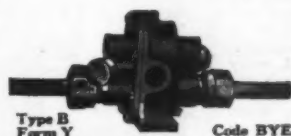
**Type A—Form X
Code AXE**



**Type A—Form Y
Code AYE**



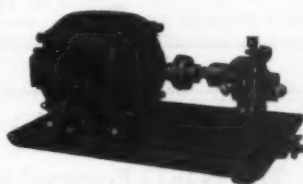
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**Type B
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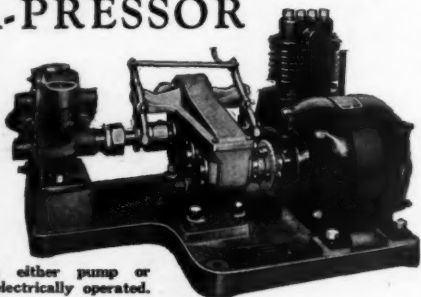
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Write for catalogue.

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SHOWROOM AND SERVICE STATION:

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Through the Kiel Canal

(Continued from page 72)

with the Slav and fired at her. But she was outside our range and we were inside hers. Presently a grenade splashed dead ahead of us. Then one splashed to port and a third to starboard and a fourth directly astern of us.

"'Pooh,' said my captain, 'that Russian can't shoot. Full speed ahead and we shall close with him.'"

"Full speed we steamed, and another grenade hit the water ahead of us. Then another the same distance to port, and a third to starboard, and a fourth like so astern. When I saw how the grenades were landing I turned pale.

"But now my captain spoke, his eyes popping—'By Goddam that Russian CAN shoot. He is playing with us. Hard a port and full speed back to Germany. * * * I tell you I felt better when we got away from that Slav. * * * No, he fires no more grenades when he sees us heading back for Germany.'"

"Jolly sporting of the skipper of the Slav," said the Major, passing Pilot Feil some of his home-made marmalade. "Did you have any more go's with him?"

"One time more," said Pilot Feil. "Thank you, I like English marmalade. * * * It is after the war and I have command of my own ship, a small destroyer that the Allies have left us. The Bolsheviks are in full control of Russia and I am steaming along their coast. From a harbor I see a small motor boat coming and after it a coasting steamer flying the red flag of the Soviet. The steamer is firing what you call engine-guns at the motor boat. It looks like butchery. I put my ship in the line of fire and pick up the persons in the motor boat. They are a Russian nobleman and his lady, fainted with fear, and a little girl. I put them in my cabin and order wine and liquor for them. I hear a vessel coming alongside and I excuse myself and go on deck.

"My servant has a little room beside mine and as I pass it I pick up his carbine and carry it so—behind my back. On deck I see the Bolshevik steamer alongside and her commander beginning to climb my rail. He is a big man with a purple face and a big red sash wound so, across his chest and around his waist. He wears the biggest sword I have ever seen. Like so. The point is at his ankles and the hilt at his chin.

"'Ho,' he shouts when he catches sight of me. He draws the sword and swings it in the air. I cannot help myself. I sink to the deck and the sword spoils my rail—takes a big chip out of it. He curses and again he swings the sword.

"I bring my rifle from behind my back. Always on my ship I have given orders never to leave a cartridge in the breach—never, with heavy punishment for one who disobeys. I know that the breach is empty and that I shall have no time to—what you call?—inject a shell. But I think perhaps that scoundrel of a servant has disobeyed orders. I aim the carbine and pull the trigger as the sword swings toward me. The Bolshevik drops dead, his throat torn open.

"Yes," concluded the pilot, happily, "My servant has disobeyed me and I live again."

"Gosh," said I, "that was a close squeak. What happened to the rest of the Bolsheviks?"

"They try to storm the ship and I give orders to drop hand grenades on them. Twenty of them die and the rest desert. And then when I get back to Kiel I find that Germany and Russia have severed relations again and I nearly die of fear thinking that I have caused the trouble. But it was only because the Bolsheviks have exploded bombs in the central station in Berlin. Goddam. How I breathe again!"

"How about the Russian you saved?" asked P. L., "and his fainting lady and the little girl?"

"Oh yes," cried Pilot Feil. "That is what I tried to tell you. The nobleman has been imprisoned by the Soviet and has escaped. Before that he was commanding officer of the Slav. Once he was tricked into saving my life, and once he spared it on purpose, and now I have saved his life. I tell him everything about me and I say how good a sport he is."

The galley hatch opened and the drizzling rain came in.

"Big steamer coming, sir," said Anthony.

"I must go," said Pilot Feil, rising from the table.

We went on deck and the pilot took the wheel. The steamer passed, flying a red flag. Incomprehensible Russian letters were on her stern and beneath them in block type the name "Proletaria." Pilot Feil looked at the Bolshevik ship and, I thought, and smiled triumphantly.

For those who have an interest in vital statistics I may conclude this chapter by saying that the Kiel canal is 53 miles long and that it traverses Schleswig-Holstein and enters Kiel Bay, in the Baltic, at Holtenau, about three miles north of Kiel. For the first third or so of its length it passes through level pasture land above which meadow larks twitter in shrill abandon, and for the remaining distance between high banks, and in general the scenery is monotonous. Along its length

(Continued on page 76)



"Marinette"
Over all length 18 ft., beam 4'
8", draft 16 inches. Speed 17
m.p.h. Price \$1,075.

Another Stock Model Runabout Standardizes on Universal !

One of the finest compliments paid Universal this year comes from Rice Bros., well known boat builders of Boothbay, Maine. With the whole world of motors to choose from, Universal Flexifour was selected as standard equipment for their new standardized "Marinette" mahogany runabout, announced four months ago.

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Enlarged Autumn production schedule will immediately take care of the heaviest late-season demand for Flexifour 10-15 H.P. and Super-four GLS 15-30 H.P., GLH 25-45 H.P. and GLR 50 H.P., racing model for 151 class. Shipment absolutely guaranteed when promised—and when you get it, it's right.

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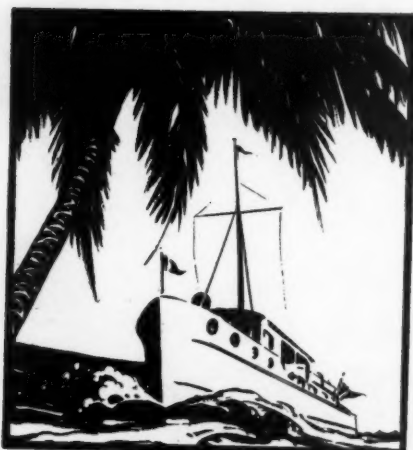
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43.2 Miles Per Hour!

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Yet Super-four GLR racing motor is identical with the standard Super-four GLS and GLH models, except for the equipment. The unusual records of GLR for consistent and dependable service under trying conditions are the finest assurance you could ask for on what can be expected from standard models for ordinary service. Dollar for dollar, weight for weight, and size for size, nothing else can touch it.



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CHICAGO, ILL.

Through the Kiel Canal

(Continued from page 74)

are several turning places completed in 1914 with an eye to permitting the German fleet to put about and sally forth at whichever end of the canal might be menaced by the enemy. Vessels up to 28 feet in draft can navigate the canal, and at the present time about a hundred ships of all sizes pass through daily in each direction.

At the hamlet of Nubbel, 36 miles from Brunsbüttel, a change of pilots took place, and before he left us we asked Pilot Feil where we might best lie for the night in Kiel. His advice was the most practical that I have heard from the officials of any country. It was, "Pick out the best place and if nobody disturbs you you're all right. If somebody says you can't stay there ask him where the hell to go and he will tell you."

So, locking out of the canal at Holtenau at four P. M., we motored to Kiel and selected a likely looking mooring near the railroad station. Immediately there was a commotion along the wharf and the harbor master, the customs officers, representatives of the police, and one ship chandler combined to tell us that we could not stay there. We politely asked them where to go and they no less politely told us, and in another ten minutes we were moored to a quay near the head of the harbor. Across the way was a shipyard which in war days resounded to the manufacture of submarines.

Immediately the deputation of officers came aboard and examined our ship's papers with great gravity, accompanied by throaty noises. There was some talk of requiring us to obtain written permission from the chief of police to step ashore in Kiel, but a round of beers obviated this necessity and in a few minutes we were granted freedom of entry to the city.

Our official visitors shoved off, and before going ashore for dinner we surveyed our situation to see if it came up to expectations. Undeniably we were in the Baltic, for we were moored alongside with breasts and springs, and the anchor and the dinghy were both in their chocks on deck. The water front, washed by the rain, was nothing if not clean. The German people if not exactly cordial were certainly not unfriendly. For the present we were content—all the more so because Denmark lay to northward only half a day's run away.

(To be continued)

Bayside-Block Island Race

(Continued from page 21)

Stepping Stones, light sails are set and it is evident that all hands are going to set everything to catch the breeze. At 2:45 P. M. we have Execution abeam, and set the Taffrail Log with its reading 29.5. The fleet is straightening out down the Sound, with Azor, Saracen, Volador and Tigress in the lead. We are in the middle of the fleet but holding a more northerly course, expecting better air. This hope is soon justified, as about 4:10 P. M. off Stamford Harbor we are disputing the lead with Azor. At 5:02 we have Green Ledge Light abeam a mile away. Tigress, Rambler and Sakana have edged to northward and are astern. Azor is abeam about two and a half miles to the south. About 5:30 a squall out of the northwest hits us off Norwalk Islands with spinnaker and fisherman on deck but balloon still set, and in order to play safe we set working jibs and douse balloon. The Tigress is tearing along on our weather quarter under lowers, and gradually pulls abeam. As the wind moderates we set balloon and fisherman and gradually pull ahead again. At 7:45 P. M., one mile west of Stratford Shoals we start the motor, as the wind flattens. Rambler has been drawing abeam to the north of us under power and sail. Stratford Shoals on starboard beam at 8:00 P. M., course due east! Daylight is gone and we know Rambler is somewhere off our port bow and the fleet astern! We plug along due east with main, balloon and fisherman pulling well, the wind due north and our motor purring. We are now bucking a head tide, and Faulkner's Island comes abeam at 12:28 A. M. Saturday, Log reading 84.6. Occasionally we sight the light of a competitor off the starboard bow, and since 11:00 P. M. we have had a red light on our starboard quarter with no change in position. All hands are guessing who it is and wondering about the fleet.

The tide is beginning to ebb and light sails are drawing better. The red light is dropping astern and at 1:38 A. M. Horton's is abeam. Log reading 91.2—course still due east. Gradually we shift our course a half-point to the south, and at 3:35 A. M. Little Gull is about one-half mile to the south, Log reading 103.6. We are slipping through the Race with a strong ebb tide and draw abeam of Race Rock at 3:54 A. M. As the east gives promise of a wonderful sunrise we shape our course for the north buoy off Block Island, allowing for tide drift.

(Continued on page 78)

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On Long Island's Slender Tip

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YACHTSMEN and other sportsmen now gather at Montauk Beach, where every convenience for water and shore recreations are at their best. Tricky fairways for the golfer, smooth, green turf for the polo enthusiast, tennis courts, a wonderful beach and good fishing grounds, plus the most perfect land-locked yacht harbor now being completed in Lake Montauk, which connects with Long Island Sound. Until the harbor is finished, yachtsmen will find complete accommodations at the Montauk Yacht Club pier in Fort Pond Bay.

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Bayside-Block Island Race

(Continued from page 76)

day breaks we sight the Sakana about two miles ahead, with the Volador about four miles to the southwest coasting along with topsails and staysails set. Apparently she has come through the Gut. All hands are searching for sails but the light is not good. Volador is coming fast under power, heading for the north end of Block Island. The sea is smooth with a light breeze out of the north, and our engine is purring steadily as the Volador passes us and leads us around the North Buoy. Sakana is just ahead of her.

At 6:20 A. M. we sight Tigress approaching the south end of the Island, and at 6:59 we round North Buoy and set spinnaker. We keep the motor going on the run down the wind, but Volador shuts down, so we pass her inshore at the northern end of the Island. We are slowly gaining on Sakana going south back of the Island. We soon pass Tigress, Rambler, Saracen and Sheerwater going north in the order named. With the race half over, Tigress is the leading boat from the south end, and Sakana just ahead of us is the leading boat from the north end of the Island. It is a close race among the seven boats.

We round the southern end of the Island at 8:10 A. M., and with balloon and fisherman drawing well, stop the motor after a twelve-hour run. We figure we have used one-half of our gas in making the North Buoy at slack water and rounding the Island. We now find a fair tide at the south end of the Island as we head for home.

At 8:40 A. M. we overtake and pass Sakana as the wind shifts from north to west. The wind is very light and dead ahead and at 8:43 we start our motor off Southwest Point, leaving Sakana astern under sail only. We start back home heading a little south of west to allow for the flood tide, with all sails lowered. The tide sets us a point north. Soon we see Volador passing Sakana and rapidly picking us up under power, with her sails shaking. She passes us before Montauk comes abeam at 10:55, course due west, when we are about three miles of the light—Log reading 139.9. To the north we sight several of the yachts going east, heading for the north end of the Island, and Valgerda II. passes us going east less than one-half mile to the north. At this point we sight Tigress, Rambler and Saracen close-hauled on the port tack in range with Watch Hill, heading for The Race. At 11:15 with Shagwong abeam about one-half mile to the south, we lay our course for Little Gull Island, due northwest, Log reading 141.5; lower sails are set and draw well with light westerly breeze. At 12:00 Noon Saturday, Log reading 146.4, we are five miles south of Little Gull Island heading northwest. Our course is converging with that of Tigress, Rambler and Saracen, with Tigress leading.

We round Little Gull Island at 12:44 P. M., Log reading 154.2, leading all boats through The Race, but Volador, heading for Plum Gut, is the leading boat of the fleet. Rounding Little Gull at slack water, we find we have made from Little Gull around Block Island and back in nine hours and ten minutes, in light air, with motor at efficient speed, fifty miles through the water and sixty miles over the ground. As we draw Plum Gut abeam we sight Volador about two miles ahead. Rambler astern has passed Tigress, followed by Saracen. With Mulford's Point abeam the motor is stopped at 2:30 P. M., and balloon and fisherman set, running along the shore with a slight southwester. We jog along, running the motor at short intervals, bringing Horton's point abeam at 5:00 P. M., heading W. S. W. by $\frac{1}{2}$ -W, Log reading 178. Volador is leading close in under the Long Island Shore, but we seem to be gradually pulling up as darkness comes on. Rambler is two miles astern, closely followed by Tigress and Saracen. At 9:15 with a fair tide, Stratford Shoals is abeam. Log reading 207.3. We must be close to Volador at this time although we pick up no lights. The wind is falling and at 10:15 P. M. we start the motor. At 11:27 we draw Eaton's abeam, a light rain having killed the wind, and it is a question of gas enough to reach the finish line. At 12:05 A. M. Sunday we are off Lloyds. Two miles east of Execution, Rambler draws up on our starboard quarter and we pass the Light almost together; she rounds Stepping Stones ahead of us. We step on the gas going dead to windward, but she beats us across the line by twenty seconds. We find Volador has beaten us both in, having sailed a wonderful race.

Tigress crosses the finish line at 5:16 A. M., and Azor and Saracen less than two minutes apart over one hour later, the sloop Azor being the fifth boat to complete the course and getting fifth place on corrected time.

The little Docani was the seventh boat to finish, a little before 9:00 A. M. Sunday morning, having completed the course in less than forty-three hours, winning fourth place on corrected time, having sailed a splendid race with the smallest allowance of gas. It was apparent by this time that Rambler would win the race, and would be the first to hold for a year The Perpetual Trophy put up this year by William H. Johns, Secretary of the Bayside Yacht Club. Rambler we believe is the only boat that has been

(Continued on page 80)

7 Consecutive Victories for Chris-Craft

MERE chance has not placed Chris-Craft in its position of leadership. By winning first place in the standardized run-about events of every important motor boating regatta so far this year Chris-Craft have clearly demonstrated their remarkable speed and endurance. The honors fall to both the 22-foot Cadet model and the 26-foot Chris-Craft. Both boats have defined superiority in terms of actual accomplishment. Such success and standing come from refined design, balanced construction and the use of two of the best marine motors obtainable. Select a winner—let your choice be Chris-Craft.

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Boston Regatta
June 17th and 18th

Algonac Regatta
July 4th

Gold Cup Regatta
August 6th

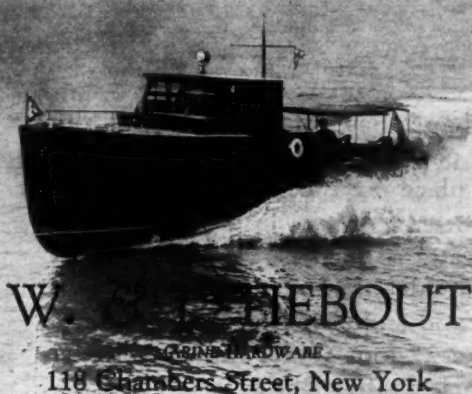
Toledo Regatta
July 9th

On August 10th a Chris-Craft "Cadet," owned and driven by Miss Betty Carstairs, won the Atlantic Gold Challenge Trophy—Great Britain's first stock boat trophy—in a 90-mile race.

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EDWARD FELL JARDINE, Inc.
"Builders of the Fastest Skiffs Afloat"
 Atlantic City N. J.



Bayside-Block Island Race

(Continued from page 78)

in every Bayside-Block Island race, and was well handled by a veteran crew.

An interesting feature of the race is the awarding of a medal for the best Log. J. S. Dickerson of the Cruising Club, owner and skipper of the schooner Volador, has repeated his generous offer of last year, when this medal was won by Vice-Commodore J. W. Ripley, owner and skipper of the Schooner Kumalong. Herbert Stone, Editor of *Yachting*, consented to again act as judge of the best Log submitted. When all Logs are in it will be possible to determine the number of hours each boat was under power, and it is hoped, the mileage covered.

From the tabulated results below it is interesting to note that the corrected time of the tenth boat is less than seven hours more than the corrected time of the winner. This is fairly close, when it is realized that boats behind the first six to finish were held back by head tides when approaching Block Island, and especially when coming back into the Sound through The Race or The Gut.

The gas allowance brought all boats home before dark on Sunday, and most of the fleet before noon, although light airs held over about two-thirds of the course. As usual, some boats used their gas in the wrong place more than others, and next year the conditions, mistakes and results will be different. In the long winter months various skippers and crews may speculate to their hearts' content, and mentally sail the course in wind and weather of their own choosing.

The summary of results will be found on page 168.

Outboard Motor Race to New Orleans

(Continued from page 23)

on the longest race ever attempted for power boats. The drivers and the cities from which each was entered were: Sanborn Chrysler of Chicago, Helm Glass of Joliet, William Stoneman of Peoria, George Knight of St. Louis, Clarence Bunyard of Memphis, Robert Shaw of Vicksburg and Arthur Duvic of New Orleans. Chrysler, Glass and Stoneman had never seen the Mississippi river before nor had they ever operated an outboard motor, and none of the racers, with the exception of George Knight, had ever done any boat racing on the river.

The fifty mile run from Chicago to Joliet in the narrow drainage canal was made in two and one-half hours. Helm Glass, piloting Miss Joliet, was the winner of the first lap and all of the boats arrived in Joliet within 30 minutes afterwards.

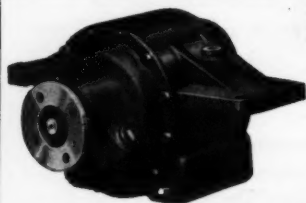
The drivers were taken for a tour of Joliet by representatives of the various civic organizations of that city and later, were guests at a banquet given by the Joliet Chamber of Commerce where Glass was presented with a traveling bag for winning the first day's lap. Speakers at the banquet pointed out that the race could not help but emphasize the need for a waterway from Chicago to New Orleans that was navigable for large boats. A. T. Griffith, representative Lottie Holman O'Neil and a representative of Mayor Thompson were among the speakers at the dinner.

Early Sunday morning the race officials who followed the boats by auto, had the boys out and under way in the Illinois-Michigan canal by four in the morning. By eight, the boats had reached Marseilles, a distance of 80 miles, and encountered their first real difficulty of the trip. A washout in the canal made it impossible for the boats to go further so the boats were picked out of the water by the drivers and portaged three blocks by truck to the Des Plaines River. Six hours were required for the portage of all the boats and it was not until six-thirty Sunday evening that the thousands who lined the banks of the river at Peoria saw the first boat come tearing towards the shore.

Miss Vicksburg, piloted by Robert Shaw, was an easy winner of the Joliet-Peoria lap. Shaw's elapsed time for the 170 miles was eight hours and thirty minutes. Miss St. Louis was second, ten minutes behind Shaw, and then Miss New Orleans, Miss Memphis, Miss Peoria, Miss Joliet and Miss Chicago finished in the order named. The Chicago boat was two hours behind the leader because of gas trouble.

The third lap of the race, it was generally agreed, would be the real test as to whether the tiny Johnson motors could stand up during the race. From Peoria to St. Louis the distance by river is two hundred and thirty-five miles and the drivers felt that if they could make that in one day they had nothing further to worry about. At this point the race was still very close and the drivers were particularly anxious to keep in the wake of Miss Vicksburg as it was felt that she was the fastest boat in the race.

(Continued on page 86)



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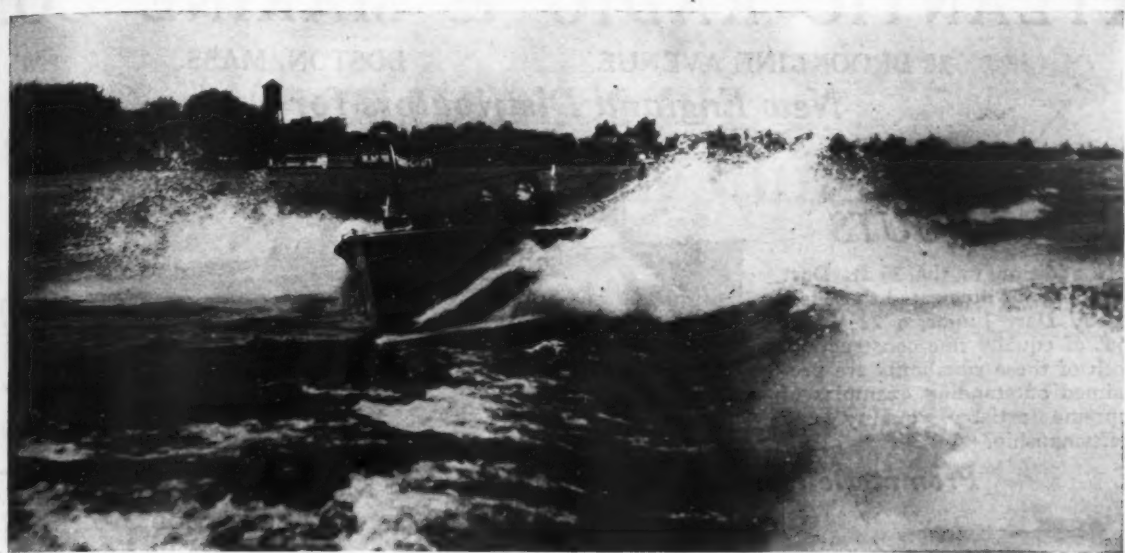
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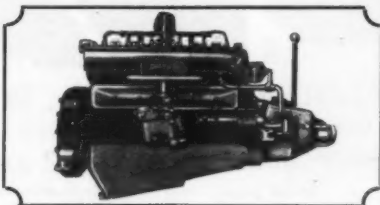
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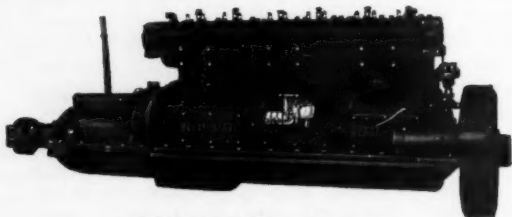
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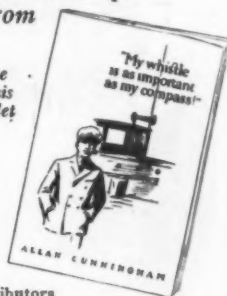
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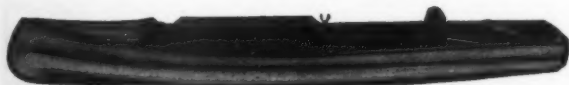
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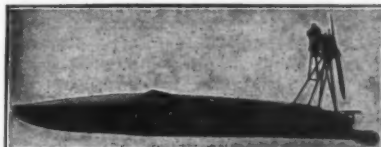
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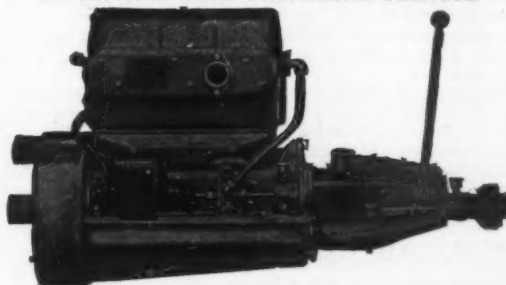
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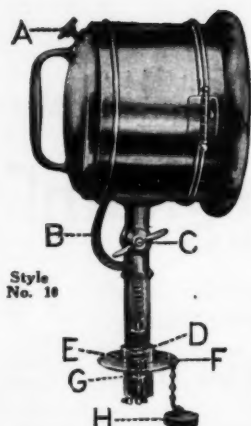
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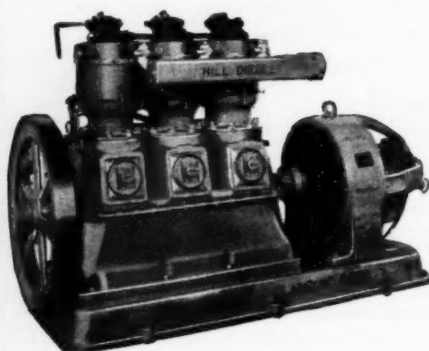
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(Continued from page 70)

Fellowship, the Ultra Express Cruiser

Joe Fellows, the veteran Pacific motor boat racer, was for years noted as a disciple of persistence and consistency. Many a race did he win by staying to the finish when others dropped out. Finally he got ambitious and really built the fastest boat on the Pacific Coast. This discouraged the rest of the bunch. The addition of high speed to his other winning virtues seemed to dampen the enthusiasm of his competitors.

Pacific Coast men hate tremendously to get licked—unless they have an alibi. So Joe's Liberty powered speeder lay alongside the pier most of the time for a year. It was rather too small for a pleasure boat and no competition developed in the racing game.

The result was that Joe conceived the idea of building the fastest cruiser on the Coast and sharing his pleasure with his family and friends. He seemed to have caught the extreme speed bug from Gar Wood, when he came out here. We suspect that he begged a ride with Gar either here or on a later trip back East.

So he built his cruiser and transferred the 380 h.p. Liberty motor into its innards and we believe he can justly claim the fastest Pacific cruiser to date. She can easily beat the schedule of any train on the coast as her speed is believed to be 45 miles per hour.

The over all length is thirty-one feet, the beam seven and the draft about eighteen inches. The frames are of oak, bottom planking of cedar and sides of spruce. The deck is canvas covered. Mahogany trim and deck houses give the boat a classy appearance. The forward cabin contains two permanent berths, used for seats in the day time. A steering wheel set up edgewise, engine controls, compass, windshield cleaner, etc., are conveniently arranged at the forward end of the cabin, nine feet long.

Between the forward and after cabin is what for lack of a better name we will call a bridge deck with four corner seats. Beneath is the engine room seven feet long and full width. The engine is reached by the removal of hatches in the floor. The after end of the engine compartment is at present open into the after cabin. Inasmuch as no trouble from odors has been experienced, it will doubtless remain so for ventilation and

consequent safety. The batteries are on a shelf up out of the water accessible from the after cabin.

The two forward corners of the after cabin are occupied, one by the small galley and the other by the toilet room and folding lavatory. The after portion serves as a combination cabin and canopy topped cock pit as it is enclosed with removable canvas curtains. The hatch at the forward end over the passage way raises on hinged struts to provide head room and shelter for cooking. Many Harlem apartments might envy the manner in which all available space in the little boat or ship if you please is made to serve as well as in much larger craft.

The owner claims to seat nineteen people and sleep seven. Of course we don't have housing commissions in yachting circles. The bat runs about a mile and a half on a gallon of gas and carries a supply of two hundred and fifty gallons and thirty gallons of water. A Hyde propeller drives the boat and a four horse power Elto outboard motor is carried for emergencies. The floors of the cabins are about on a level with the floor of the engine compartment thus making the bridge deck enough higher to clear the engine.

New Uses for Runabouts

A recent comment in the *New York Times* reports the usefulness of fast runabouts in bringing urgent shipments from the large ocean liners to the city, when the steamers arrive in the harbor. A recent case was described in the following paragraph from this newspaper. "Photographs of the Vienna riots and the damage done by the earthquake in Palestine, which arrived last night on the liner Olympic, were rushed from Quarantine in record time to permit their being published in the first edition of the *New York Times* today. Aboard a Chris-Craft speedboat they were brought from the Olympic at Quarantine to the boat landing at the foot of West Forty-second Street in twenty minutes and reached the Times Annex in West Forty-third Street fifteen minutes later." This tribute to usefulness and service is an unmistakable recognition of the possibilities presented by the high speed runabout. This 20 foot Kermath powered Chris-Craft provides a speed of close to 40 m.p.h.

(Continued on page 166)

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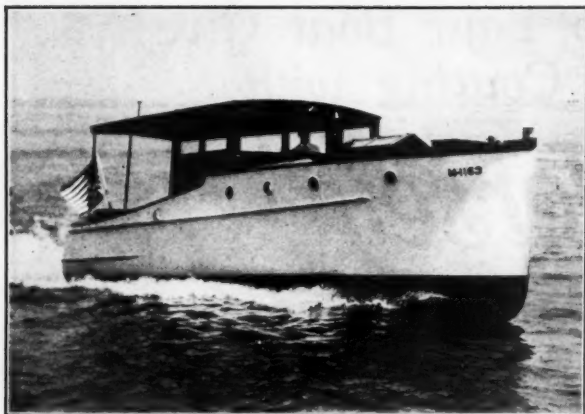
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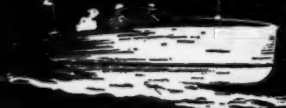
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Outboard Motor Race to New Orleans

(Continued from page 80)

Peoria was left behind at five o'clock Monday morning with Miss Vicksburg and Miss St. Louis fighting for the lead. All of the boats were well bunched when they passed Beardstown where they were to stop for gas. The boys were fighting so hard for the lead that they missed the town entirely so by three in the afternoon, when a violent electrical storm came up they found themselves running out of gas. Miss Peoria, Miss Chicago and Miss Joliet floated into the tiny town of Kampsville where they arrived at 9 P. M. and put up for the night. Vicksburg, St. Louis, Memphis and New Orleans were fighting desperately for the lead in a storm that was steadily growing worse and all managed to make Grafton at the mouth of the Mississippi where they took on gas and headed for St. Louis.

Once in the Mississippi, the Memphis boat slowed up for fear of losing the way. She finally put into Alton for the night. Miss New Orleans ran out of gas five miles from the finish at St. Louis and only Miss Vicksburg and Miss St. Louis were left to complete the lap.

And, oh, what a finish! Many of the hundreds grouped on the steamer Cape Girardeau just below the Eads Bridge got the thrill of their lives when they saw the two little boats come tearing out of the dark within fifty yards of each other. Three hundred yards from the finish Miss Vicksburg struck a submerged log and sheared a pin and Miss St. Louis won the lap by fifty yards. The two hundred and thirty-five miles was run in ten hours and one-half by the St. Louis boat, the fastest time made between Peoria and St. Louis.

First and second place cups were given the pilots at a big dinner on the Steamer Cape Girardeau by Mayor Victor Miller and the Commodore of the St. Louis Yacht Club. The banquet was a great success and according to boat enthusiasts the race had served to revive interest in boating in the St. Louis area.

The lagging boats reached St. Louis early Tuesday and made the eighty mile run to Chester, Illinois together with the other boats in the remarkable fast time of three hours. Miss Vicksburg was first, Memphis was second, St. Louis third and Chicago, Peoria, New Orleans and Joliet finished in the order named within fifteen minutes of the leader.

The first real trouble any of the boats had was on the next day's run from Chester to Cairo. Arthur Duvic in Miss New Orleans hit a great piece of driftwood and cracked his propeller shaft. Miss St. Louis bent a propeller on some submerged obstacle and his gas line clogged with dirt. Miss Joliet's carburetor became clogged and she lost time. In spite of all the trouble all of the boats finished within an hour of the leader. Vicksburg came in first closely followed by Memphis and Miss Peoria, gaining by the other boats hard luck was third. New Orleans, Joliet, St. Louis, and Chicago followed.

In Cairo, as in St. Louis, Chester and Peoria, the boys were given a wonderful banquet and the winner of the Cairo lap was presented with a beautiful cup.

The run next day to Carruthersville, Missouri, was without incident except that for the first time the boys encountered heavy driftwood and whirlpools at Hickman, Kentucky, which they had been told were very dangerous. The boats, however, had no trouble in pulling through any of the dangerous spots the river had to offer although at times observers on the banks were shocked to see the boats plunge into eddies and whirls that seemed to spell doom for the drivers. At about this point of the race the drivers began to try and pick up time by taking short cuts or chutes. Some of the drivers who had taken chutes did not know whether they were lost or not, nor did those waiting for them at the finish of each day's lap.

Miss Vicksburg was again first on the Carruthersville lap and was followed in by boats from Memphis, Joliet, Peoria, New Orleans, St. Louis and Chicago. Here again the boys were feted by civic clubs and a trophy given to Shaw in the shape of a ten dollar gold piece.

The lap from Carruthersville to Memphis run the next day was also without serious mishap. Luxora, Arkansas, was to be the point at which the drivers were to stop at noon but because the town was hidden behind a chute all of the boys missed it and wasted two hours going back to it after they had run past it. On this lap Pinky Bunyard in Miss Memphis ran into grief when a poor mixture of oil and gas burned his motor and he came into his home town four hours behind Miss Vicksburg which was first. Miss Joliet, driven by Herbert Duvic who had taken the place of Helm Glass at Cairo, was the winner of the Memphis lap when Bob Shaw in Miss Vicksburg broke a propeller shaft in running through some exceptionally heavy driftwood, putting him in second. Peoria was third, New Orleans fourth, Chicago fifth, St. Louis sixth and Memphis last.

By this time the race was half over and the drivers were severely burned from exposure to the sun and extremely tired due to not being able to get to bed before midnight each night.

(Continued on page 88)



Flying Fish II, driven by Victor Withstandley, winner at the Gold Cup Regatta held at Greenwich, Conn., on August 6th.

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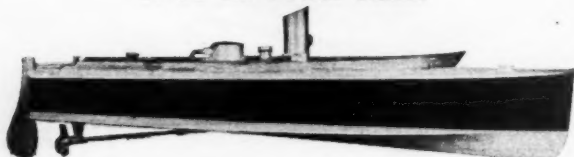
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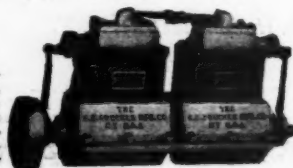
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Outboard Motor Race to New Orleans

(Continued from page 86)

owing to attendance at banquets and other festivities. Each morning the boys were up at four and the pace was beginning to tell on them. So when accidents befell the whole pack on the long Memphis-Rosedale jump it was found necessary to rest up for a day and oil and grease the motors which had been doing marvelously well.

After a day's rest in Rosedale the boats made the two hundred and thirty-seven mile jump to Vicksburg in excellent time, Miss Vicksburg winning in eleven hours and five minutes. Chicago was second and Joliet, Peoria, New Orleans, Memphis and St. Louis finished in order.

Vicksburg gave the boys a reception that made one think Lindbergh must be in town and their every wish was fulfilled during the delightful evening spent there. After a two hundred and thirty-seven mile run through that part of the river that was most flooded the boys needed relaxation and they certainly got plenty of it at Vicksburg.

The 150 mile run next day to Natchez was easily won by Bud Chrysler in Miss Chicago, much to everybody's surprise and the next day the 170 mile run to Baton Rouge was won by Arthur Duvic in Miss New Orleans. Everything the boys could possibly do to beat out the Vicksburg boat fairly was being done and the last dash of the race from Baton Rouge to New Orleans was the most exciting of any of the laps run.

Picture, if you will, a crowd of five thousand on the Municipal wharf at New Orleans waiting anxiously for the boats to put in an appearance at the finish line. Most of the crowd is skeptical that the boats will finish at all and no one expects more than two to come in. Suddenly away up the river on the wake of two big steamers going out to sea two little Aquaflyers can be seen bobbing along within twenty feet of each other.

Every now and then the boats are hidden from view in the swell of the giant steamers while the crowd holds its breath. In ten minutes Miss Vicksburg crosses the finish line with Miss Joliet ten seconds behind her. Fifteen seconds behind Miss Joliet is Miss New Orleans and a short distance back of Miss New Orleans, Miss Peoria comes tearing along followed by Miss St. Louis. A great cheer goes up from the crowd and the drivers are picked up and carried on the shoulders of enthusiastic boatmen who realize that a new record had been made and that with the finish of the 1,800 mile race the Mississippi has been proven to be a rather tractable stream for the latest development in motor boating.

The Southern Yacht Club at New Orleans was the scene of great festivities after the race. At a large banquet each driver was presented with a medal commemorating his part in the race and Bob Shaw was presented with Mayor Thompson's and Mayor O'Keefe's cups.

At every point where the racers stopped on the trip, they were met with large and enthusiastic crowds. The tenure of most of the remarks at the various banquets given the boys was to the effect that they had definitely shown that here was a waterway from Chicago to the Gulf of Mexico that could be used for navigation and they had aroused the interest of the public in this waterway in a way that it had not been aroused in years.

Interest in the Aquaflyers and the type of motor that could drive them at such a fast rate was unbounded especially to those who saw the boats finish the record breaking run in as good a condition as when they had started.

Shaw's elapsed time for the whole race was 78 hours and 11 minutes, the fastest time ever made for such a distance by a small motor boat.

MoToR BoatinG Article Widely Circulated

The August issue of MoToR BoatinG carried a very excellent article describing the various processes of building and manufacturing Chris-Craft runabouts. In order to reach many friends of the Chris Smith & Sons Company, as well as those of the Enterprise Oil Company who might not have seen this story, these companies are arranging to reprint and distribute large numbers of this article. Duplex oil has been specified for all of these runabouts, and this company is very interested in advising their dealer circle of these facts. The selection of Duplex oil by Chris Smith & Sons came about as a result of their own tests, and the oil demonstrated its ability without any urging on the part of the oil company. In effect it sold itself on its merits. When the largest manufacturers of boats and the largest manufacturer of real marine engine oil agree as to the merits of the products, the average consumer can be reasonably certain that he will make no mistake in using them.

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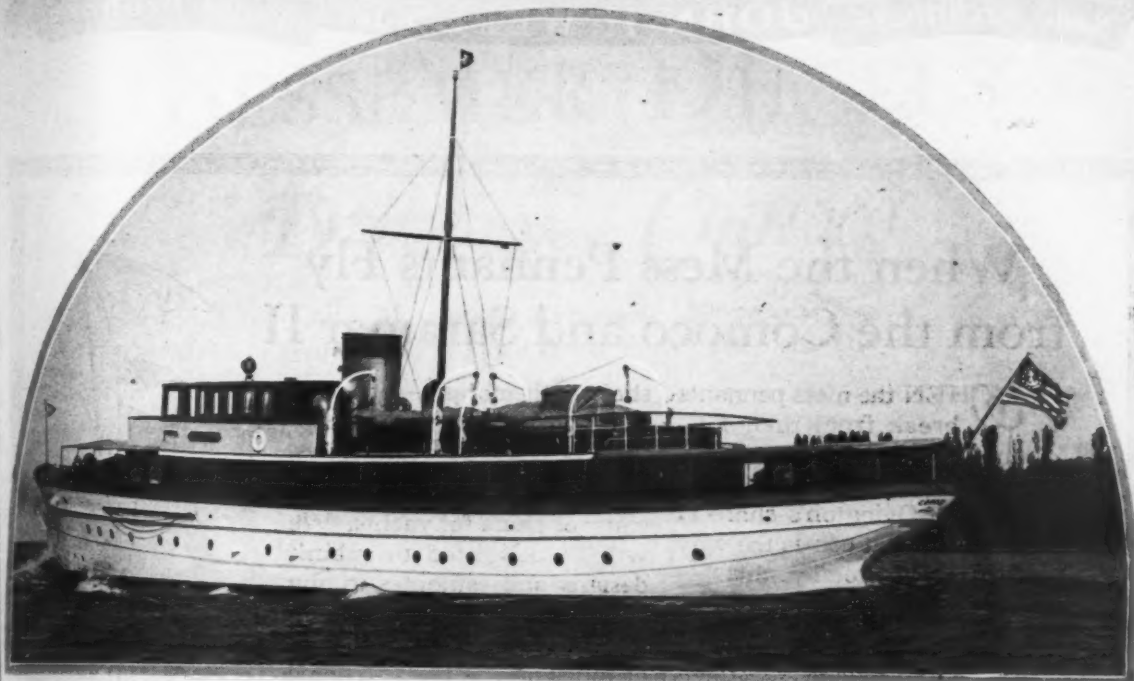
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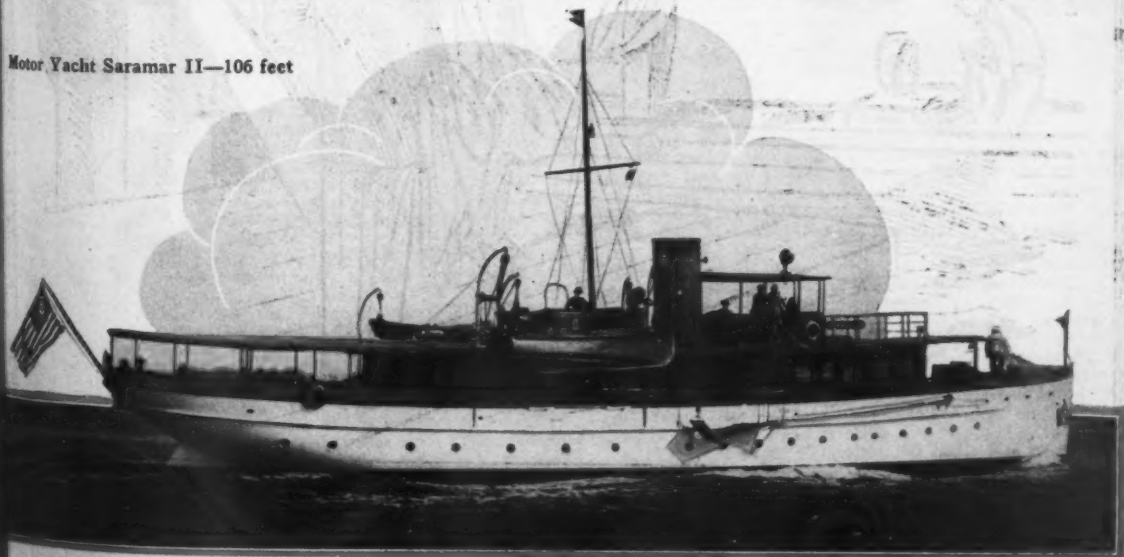
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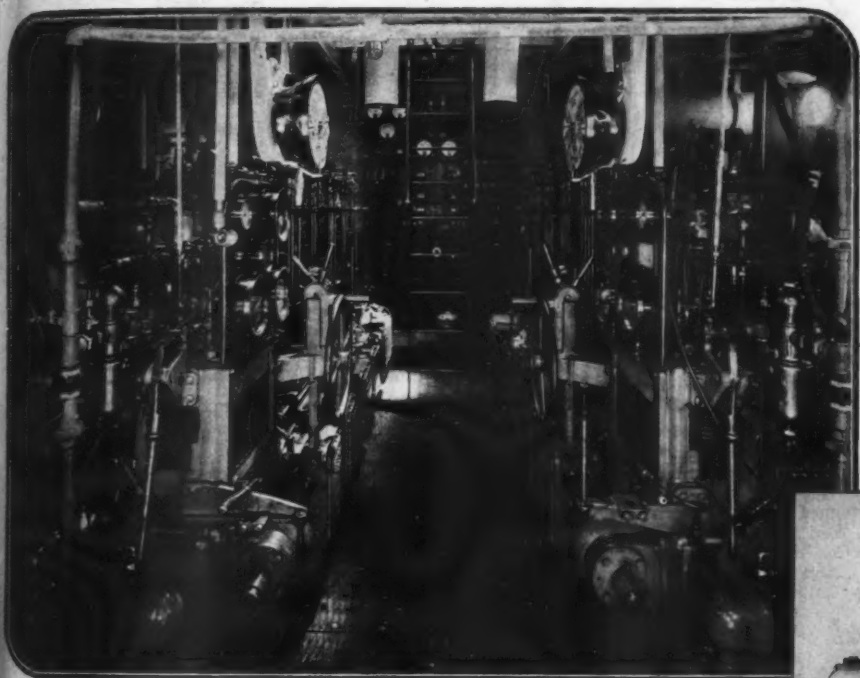


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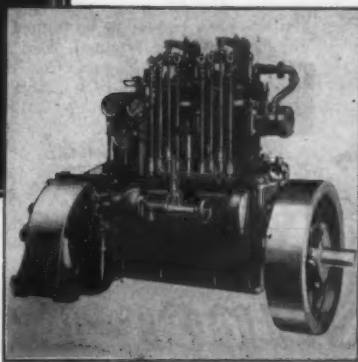
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Engine room of Comoco, showing its two 300 h.p. Direct Reversible Bessemer Diesel Engines



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IN selecting the power plant for Mr. R. W. Judson's luxurious new yacht "Comoco," it was essential that the engines be in keeping with the high quality of the yacht itself. A pair of direct reversible Bessemer Diesel yacht engines of 300 H.P. each were selected as meeting the Wells standard of yacht construction. These Bessemer Diesels are unusually smooth and quiet in operation and develop full rated horse power under continuous heavy load service, and at the same time are economical in fuel and oil consumption as well as in maintenance expense.

Special care is taken in the design and construction of Bessemer Diesels so that unusual smoothness and quietness is obtained. Reciprocating parts are all weighed and the difference in weight between such parts is held to the smallest possible limits. The fly wheels are compensated to insure the smoothest possible running.

For the past three years the Bessemer Gas Engine Company has been working on engines of light weight and high R.P.M. in order to give the yachts, in which they are installed, more speed and the highest degree of reliability. For yacht work the combination of high R.P.M., compactness, reasonably light weight and reliability are the outstanding requirements and in addition the engines must have easy maneuver ability, quick starting and good acceleration. Bessemer Diesel engines are engineered and built with this end in view and their performance in many yacht installations is conclusively demonstrating that they have all the qualities essential to a fine yacht power plant.

In order to secure light weights and high speeds and still not sacrifice reliability and strength of the engine, The Bessemer Gas Engine Company has long experimented with and thoroughly proven the use of aluminum and aluminum nickel alloys in both castings and reciprocating parts. Many of the Bessemer Diesel yacht engines now being built em-

ploy cast aluminum or aluminum alloy, thus saving a great deal of weight and in some instances even replacing gasoline engines without adding to the weight of the engine room equipment. By the use of nickel aluminum pistons, engine speeds that were formerly thought prohibitive are now possible with Bessemer Diesels, giving an added speed of one or two knots. The engines in the Comoco can be reversed either by hand wheel or by air ram, in which case the operation of reversing is entirely without effort.

Bessemer Diesels are now powering many of the finest yachts built in America, among which the Comoco is one of the outstanding ships of its size. The range of horse power sizes of Bessemer Diesel engines for yachts is from 125 H.P. to 1500 H.P. and in addition to these main power plants Bessemer Diesel generating sets, mounted in complete units on sub-base, are being widely used for marine service. Engines of 125 H.P., 150 H.P., 170 H.P., 230 H.P., 300 H.P., 420 H.P., 670 H.P., 750 H.P., 800 H.P., 1250 H.P. and 1500 H.P. are built direct reversible and are designed specially for yacht service. Exceptional care in engineering and the highest grade of materials makes it possible for Bessemer engines to make around-the-world trips.

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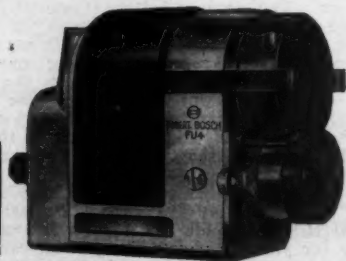
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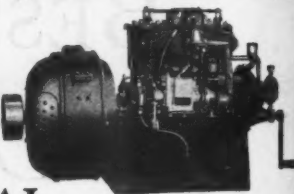
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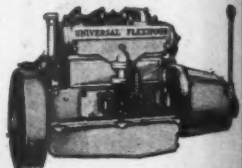
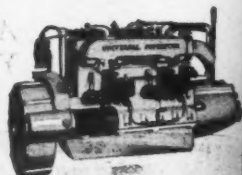
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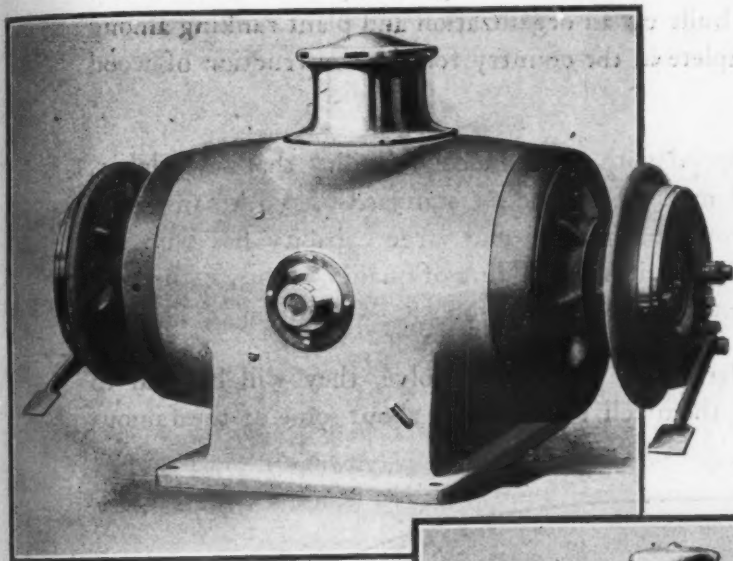
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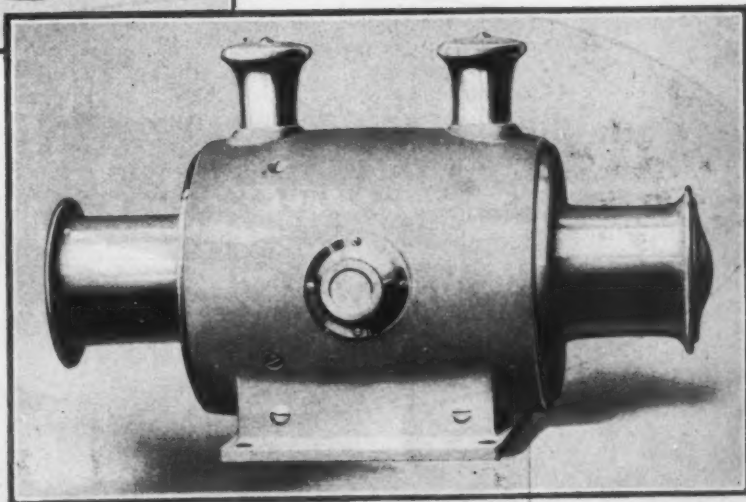
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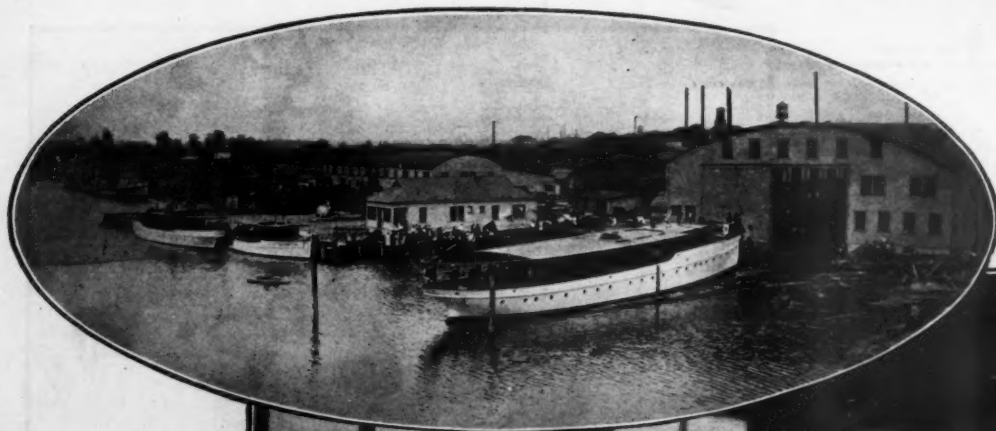
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If you have a particular yacht problem to solve, they will be glad to consult with you. Let them tell you in detail about some of the famous yachts they have built.



The interior view of the Defoe plant shows the vast capacity for building, under cover, boats of many types and sizes at one time.

Above: The launching of a 133' yacht SYLVIA, another Wells design, at the Defoe Yards.



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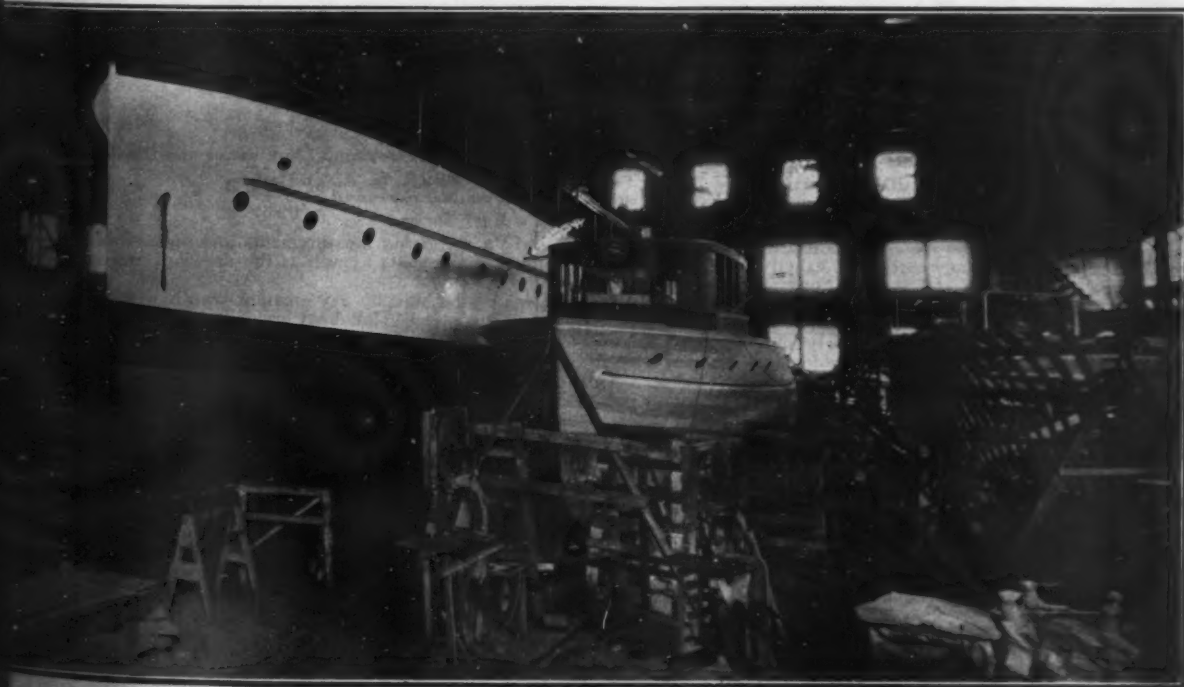
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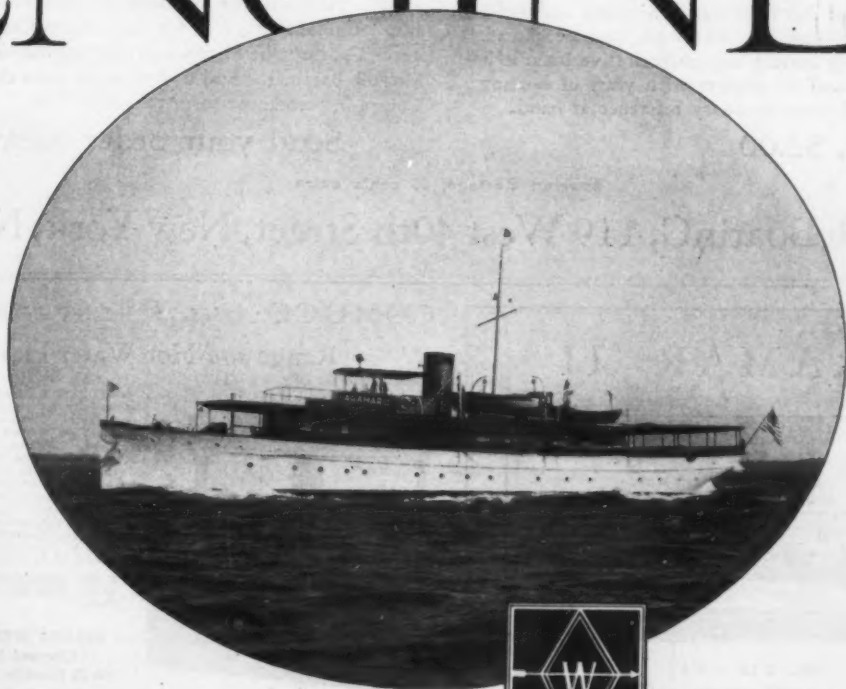
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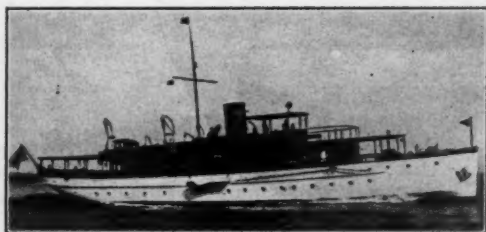
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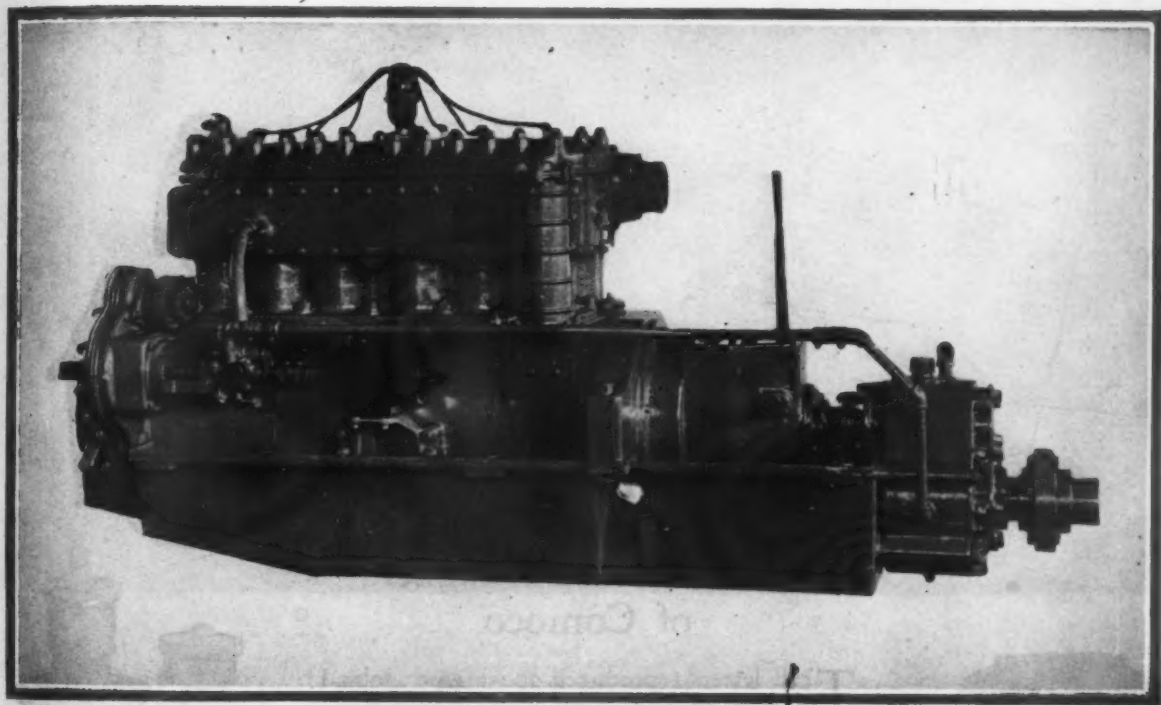
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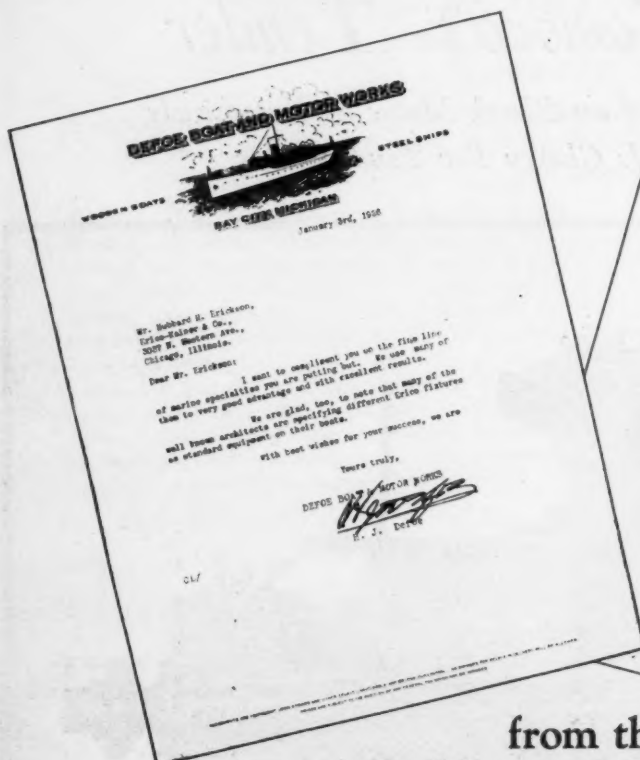
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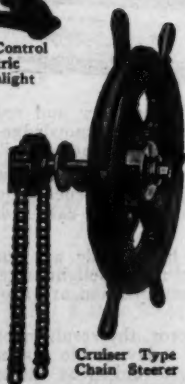
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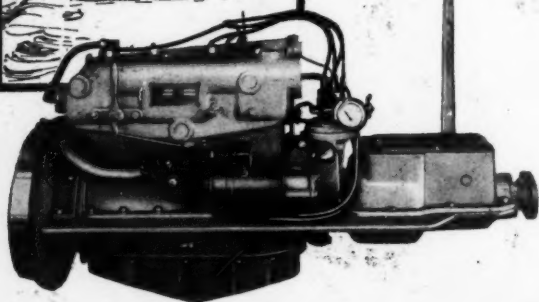
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Greenwich Folly Wins Gold Cup A Second Time

(Continued from page 11)

to these other events.

The second heat of the Gold Cup brought out only six starters, and as in the previous heat, Miss Columbia managed to get away to an excellent start. While not the fastest boat in the race, she is a thoroughly reliable and steady going craft, able to maintain a speed of from 46 to 47 m.p.h. in the face of all obstacles. The other boats, while able at times to reach speeds of 51 to 53 m.p.h., were seldom able to maintain this higher rate of speed for any considerable period. Greenwich Folly was somewhat faster, and maintained slightly less than 51 m.p.h. throughout the entire heat. It was in this second heat that Imp came to grief. During the third lap she turned over just in front of Miss Columbia, and as a result the drivers of Miss Columbia stopped for the purpose of picking the crew out of the water. This delayed them considerably, as the average time for this lap was just under 13 m.p.h. The boat itself was taken in tow by a runabout, and saved. Nuisance suffered mechanical trouble during this same third lap, and withdrew from the contest. For the next several laps, things again went along smoothly until the seventh, in which Shadowvite suffered injury to her bottom, and was forced to withdraw. Greenwich Folly finished this second heat, and before Hotsy Totsy, which was on her last round reached the finish line, she suffered a slight fire and this destroyed enough of the electrical wiring to put her out of business. The boat itself was damaged very slightly, the chief damage being to the electrical equipment. This left only Miss Columbia in the running, and she was two laps behind at this time. This delay was due to the stops made in the third lap, and while she was still going strong, the judges called her off the course. It develops that this action on the part of the judges was not correct, and that she should have been allowed to finish the heat, although she was given full credit in points for the heat.

The third heat brought out only the two old reliables, Greenwich Folly and Miss Columbia. After the start, the race developed into a procession in which Greenwich Folly just stayed far enough ahead of Miss Columbia to maintain her leading position. For the entire ten laps, the boats followed each other around the course in the same relative position, and Greenwich Folly finished with an elapsed time of 40:46.38, with Miss Columbia close behind her with an elapsed time of 42:44.34. Thus Greenwich Folly, despite the fact that there were faster boats in the race, was again able to win the Gold Cup by her consistent and reliable running. Both boats which finished were powered with similar engines, these being the Packard Gold Cup model, which are rated at 260 h.p. It seems odd also that both of these boats were fitted with the new self adjusting Moto-meter spark plugs, and it is worth noting that the same sets of plugs were used throughout the entire three heats of ninety miles. Greenwich Folly was designed by Fred Lord several years ago, and has always been a thoroughly reliable and able craft. It is a great credit to both the designer and the power plant that this same boat should prove to be so reliable as to win this trophy twice. Miss Columbia, designed by George F. Crouch, is known as a heavy weather boat, and performs at her best when it is rough. While her top speed is slightly under that of the newer and lighter boats, she is still a thoroughly reliable and able craft. She is of the kind which can be started and will run indefinitely as long as the fuel holds out.

Many mishaps befell the contestants during the three heats of this race. Eleven boats faced the starter at the beginning of the first heat, but this number was reduced before the end of eight laps to only five, which were able to complete the first thirty miles of the contest. Various explanations were offered as to the reasons for their failure, and those who observed the races can well understand them.

The daily newspapers in their stories of the race attempted to emphasize the fact that the Gold Cup was won by an old boat which was miles and miles an hour slower than several of the newer craft in the race, which had speed, but lacked the staying qualities necessary to complete a ninety mile grind, which is the length of the Gold Cup race. An analysis of the speeds and results of the race as shown on the score sheet, prove quite the contrary to be the truth. The speed of the winner, Greenwich Folly, in the first heat, was only three-tenths of a mile slower than that of Hotsy Totsy, the fastest boat in the race, and Greenwich Folly's average speed for the first two heats was 50.8 m.p.h. This is not so bad for a three year old boat. The fastest three mile lap was made by Hotsy Totsy which averaged 53.16 m.p.h., Imp's best lap speed was 52.257 m.p.h., and Greenwich Folly's best three mile lap was made at the rate of 52.045.

(Continued on page 106)

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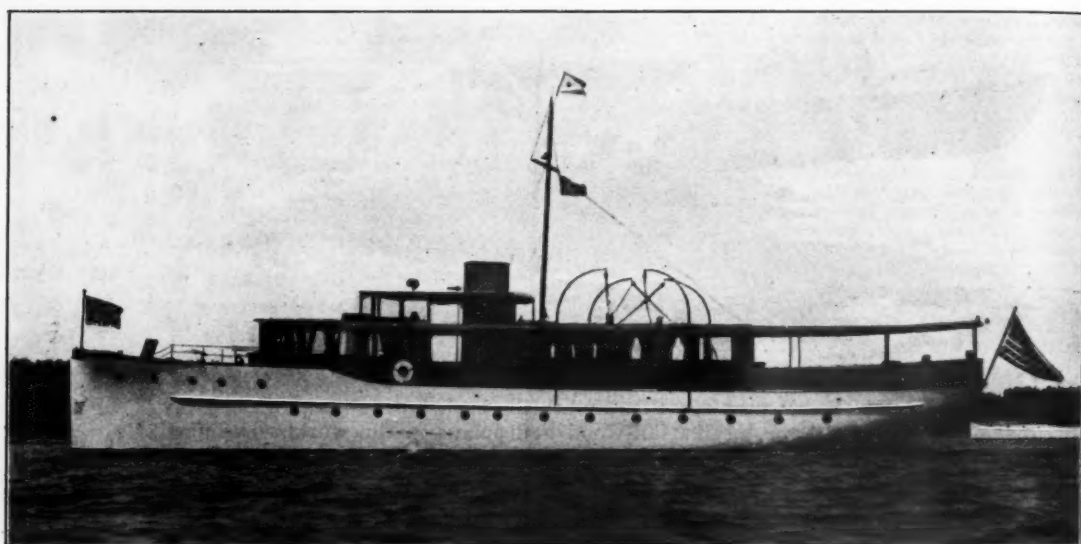
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Gold Cup Regatta, Greenwich, Conn.

Summary of Results

Twenty-fifth Annual Gold Cup Race, August 6, 1927—3 Heats of 30 Miles Each

BOAT	DRIVER	OWNER	CLUB	FIRST HEAT TIME	SECOND HEAT TIME	THIRD HEAT TIME	FINAL POSITION
G-1 Miss Columbia	C. F. Chapman	Columbia Yacht Club	Columbia	39:01.27	Did not start	42:44.34	2
G-3 Pirate	H. Croft	A. E. Walbridge	Indian Harbor	Did not start	Did not start	Did not start	3
G-4 Hotsy Totsy	V. Klesrath	C. S. Bragg	Montauk	35:06.83	Did not finish	Did not start	3
G-5 Baby Bootlegger	C. S. Bragg	C. S. Bragg	Montauk	Did not start	Did not start	Did not start	7
G-8 Greenwich Folly	C. H. Townsend	G. H. Townsend	Indian Harbor	35:17.93	50:99.3	40:46.38	1
G-9 Nuisance	Horace Dodge	Delphine D. Cromwell	Dodge Dealers	Did not finish	Did not finish	Did not start	6
G-12 Shadowwite	Geo. Graves	Geo. Graves	Columbia	38:10.62	47:14.8	Did not start	5
G-14 Imp	R. F. Hoyt	R. F. Hoyt	Montauk	35:15.78	51:09.3	Did not start	4
G-34 Baby Water Car	J. H. R. Cromwell	Horace E. Dodge	Dodge Dealers	Did not finish	Did not start	Did not start	10
G-47 Baby Gar VII	Geo. Wood	Gar Wood	Detroit	Did not finish	Did not start	Did not start	8
G-48 Baby Gar VIII	Gar Wood	Gar Wood	Detroit	Did not finish	Did not start	Did not start	9
G-70 Palm Beach Days	W. Bigelow	Bigelow & Wagg	Miles River	Did not finish	Did not start	Did not start	11

Fastest Heat (30 miles) was made by Hotsy Totsy. Time, 35:06.83. Speed 51.261 m. p. h. Fastest Lap (3 miles) was made by Hotsy Totsy. Time, 3:23.16. Speed, 53.160 m.p.h.

*Flagged, points for heat allowed.

Time of winner for 90 miles, 1 hour, 53 minutes, 34.21 seconds.

Previous record for heat (30 miles) made by Baby Bootlegger (1926) Time 35:37; speed 50.53 m.p.h.

Position of Boats During Gold Cup Race 3—30 Mile Heats, Each Lap 3 Miles

Boat	First Heat—Lap Numbers	Second Heat—Lap Numbers	Third Heat—Lap Numbers
Miss Columbia	1 2 3 4 5 6 7 8 9 10	1 2 3 4 5 6 7 8 9 10	1 2 3 4 5 6 7 8 9 10
Pirate	Did not start	Did not start	Did not start
Hotsy Totsy	5 4 3 3 3 3 2 1 1 1	Did not start	Did not start
Baby Bootlegger	6 7 7 7 7 7 6 6 6 6	Did not start	Did not start
Greenwich Folly	2 2 2 2 2 2 3 3 3 3	Did not start	Did not start
Nuisance	11 11 10 10 10 8 8 8 8 8	6 6 6 6 6 6 6 6 6 6	1 1 1 1 1 1 1 1 1 1
Shadowwite	10 10 9 9 9 9 6 6 6 6	1 2 2 2 2 2 2 2 2 2	Did not start
Imp	1 1 1 1 1 1 1 1 1 1	3 4 4 4 4 4 4 4 4 4	Did not start
Baby Water Car	9 9 8 8 8 8 8 8 8 8	Did not start	Did not start
Baby Gar VII	3 3 4 4 5 4 4 4 4 4	Did not start	Did not start
Baby Gar VIII	8 8 5 5 6 5 5 5 5 5	Did not start	Did not start
Palm Beach Days	4 5 5 5 5 5 5 5 5 5	Did not start	Did not start

151 Class—National Trophy—2 Heats of 6 Miles Each—August 6, 1927

Boat	Owner	First Heat Time	Second Heat Time	Speed Lap	Final Position
B-200 Miss Massachusetts	L. T. Savage	10:49:45	Did not start	48.613	2
B-91 Miss Spitfire	Mrs. J. G. Rand, Jr.	Did not finish	32.258	45.648	1
B-51 Miss California	D. Loynes, W. Harris	Did not finish	Did not finish	47.906	3
B-107 Miss Westchester II	E. W. Hammond	7:43.82	46.569	37.972	4
B-19 New Yorker	A. Goebel	Did not finish	Did not start	38.751	5
B-150 Miss Ricochet	R. H. Moeller	10:54.85	32.984	31.230	6
B-158 Black Bottom	Edison Hedges	14:28:62	24.867	32.139	7
B-75 See Me Go	Geo. Backus	11:24.34	31.563	35.990	8
B-95 Miss Spitfire VI	J. H. Rand, Jr.	Did not start	Did not start	35.990	9

Fastest Heat (6 miles) was made by Miss Westchester II. Time, 7:43.82. Speed, 46.569 m.p.h.

Fastest Lap (3 miles) was made by Miss Spitfire. Time, 3:42.16. Speed 48.613 m.p.h.

Miss Ricochet is first in the Non-Supercharge class, with Miss Spitfire VI, second, and See-Me-Go, third.

Biscayne Baby—Chrysler Rainbow

One Heat, Six Miles—August 6, 1927

Boat	Owner	Time	Speed	Position
25 Two Bits	N. Doubleday	Did not finish	Did not finish	7
27 Bella V	W. P. Chrysler	9:42.45	37.084	2
32 Oh Min	Charles Trunz	9:47.36	36.774	3
33 Baby Atlantic	O. Schwarzer	10:22.41	34.703	5
52 Wild Cat	W. P. Chrysler	10:13.55	35.204	4
53 Baby Frolic	W. P. Chrysler	10:22.70	34.687	6
55 Scalawag	W. P. Chrysler	9:26.85	38.105	1

Fastest Lap—(3 miles) was made by Scalawag. Time, 4:39.54

Speed, 38.632 m.p.h.

Fastest Heat (6 miles) was made by Scalawag. Time, 9:26.85

Speed, 38.105 m.p.h.

First place Biscayne Baby Class, Bella V.

First place Chrysler Rainbow Class, Scalawag.

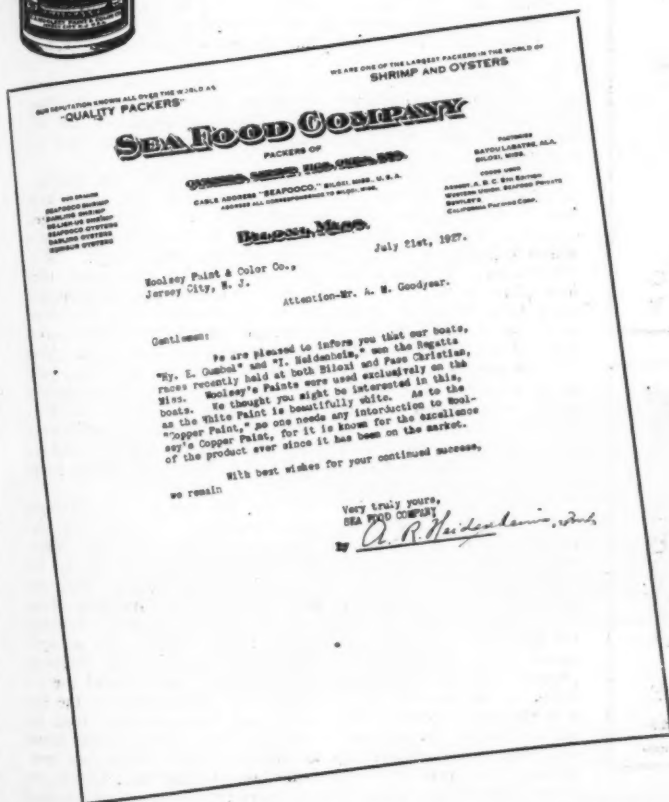
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Speed, 38.105 m.p.h.
First place Biscayne Bay Class, Bella V.
First Place Chrysler Rainbow Class, Scalawag.

Fastest Lap (3 miles) was made by Miss Spitfire. Time, 3:42.16. Speed 48.613 m.p.h.
Miss Ricochet is first in the Non-Supercharge class, with Miss Spitfire VI, second, and Sea-Me-Go, third.

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Greenwich Folly Wins Gold Cup A Second Time

(Continued from page 102)

While it is true that the casualties were many this year, most people overlook the fact that the distance of the Gold Cup race, ninety miles, is many times greater than any other event, with the exception of the Detroit Sweepstakes. Take for example, the heats for the 151 inch hydroplanes. Nobody expresses astonishment when seventy per cent. of these little craft go down and out, or fail to finish a short heat. Yet the distance which these boats run is only five or six miles compared with three, thirty mile heats, which are required of the Gold Cup boats.

The official reports of the troubles experienced by the several boats are as follows:

Greenwich Folly—no trouble.

Miss Columbia—no trouble

Baby Bootlegger—hit drift wood, withdrew in first heat.

Hotsy Totsy—broke fuel line, withdrew in second heat.

Imp—capsized in second heat.

Pirate—Loose gas tank, did not start.

Nuisance—motor trouble, withdrew in first heat.

Shadowwite—broke boat frames, withdrew in second heat.

Baby Water Car—capsized first heat.

Baby Gar VII—broke planking, withdrew in first heat.

Baby Gar VIII—broke planking, withdrew in first heat.

Palm Beach Day—leaky motor manifold, withdrew in first heat.

To make the regatta interesting for the spectators, as well as to provide opportunities for other types of boats to show their ability and skill, classes had been arranged for the 151 inch hydroplanes, which raced in both the supercharged and the non-supercharged divisions.

The first heat of the 151 inch hydroplane class was run immediately after the first Gold Cup heat, and eight boats took part in this, divided into supercharged and non-supercharged classes. Of these, three were unable to finish the two laps which constituted the six mile heat, and five finished. Miss Westchester II, owned and driven by E. W. Hammond, took first place at a rate of 46.57 m.p.h. In the non-supercharged class Miss Ricochet, driven by R. H. Moeller, was the victor at a rate of 32.98 m.p.h. The second heat followed the second heat of the Gold Cup class, and brought out five boats. Miss Westchester was again successful in winning her class, and Miss Ricochet was again successful in the non-supercharged class, so that both of these boats were the winners of their respective classes, as each had secured 800 points. The difference in speed between the supercharged and the non-supercharged engines is very pronounced, and it is a wise restriction which keeps these two classes separated.

Another interesting little race was the one for the Biscayne Baby and the Chrysler Rainbow runabouts. Four of the Biscayne Baybies appeared, and three of the Rainbow class. These boats are a new class of standardized runabout, built by Ed Purdy, and powered with the new Chrysler engine. They are noticeably faster than the Biscayne Baybies, and slip along very nicely. Only one of the Biscayne Baybies failed to finish the two laps, the others coming in closely together, the winner's speed being 37.08 m.p.h. The Rainbow runabout Scalawag proved to be the winner in the other class, and covered the six miles at the rate of 38.105 m.p.h. The final event of the day was the stock runabout class which had been postponed from the earlier part of the program. Thirteen boats started in this event, and they were divided up as follows: Two Baby Gar runabouts, six Chris-Craft runabouts, one Chris-Craft Cadet, and four Dodge Water Cars. These boats furnished one of the most interesting races of the day, and a more complete account of this will be found on page 44 of this issue.

Cruiser Races at Gold Cup Regatta

As usual during the Annual Gold Cup Regatta, the cruiser division arranges several interesting races for its adherents. This year, the Sachems Head Yacht Club conducted the express cruiser events, which were arranged in two heats on August 4 and 5, prior to the Gold Cup races on the 6th. The program provided for the first day's event from Sachems Head to Cornfield Reef Lightship and return, a distance of 63 $\frac{1}{4}$ miles. The second day's racing was from Sachems Head to Greenwich, Conn., finishing in the harbor, amid the assembled fleet for the Gold Cup Regatta. Five boats took part in these races, and several trophies were competed for, to which various boats were eligible. There was the race for the National Association of Engine and Boat Manufacturers' Trophy, emblematic of the Express Cruiser Championship of America, which was won by Lohara, belonging to Harris Racke of Naugatuck, Conn. Another race which was designated as the Single Engined Express Cruiser

(Continued on page 158)



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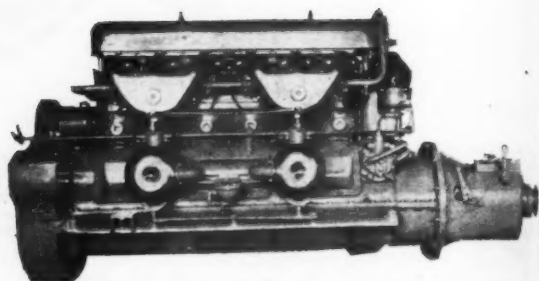
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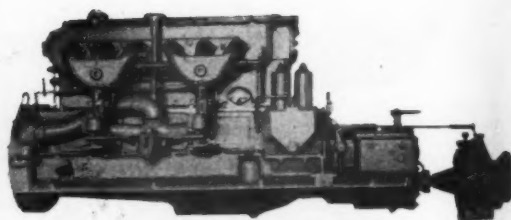
Auxiliary schooner, *Lismore II*, 75'x57'x18.5'x9', owned by Anson McCook Beard of New York, powered with a Hall-Scott HSR-4 60-70 H.P. marine engine with 3 to 1 reduction gear. *Lismore II* was designed by J. Murray Watts and built by Smith & Williams Co.



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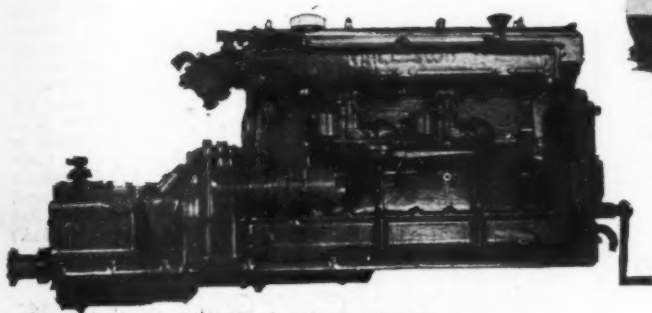
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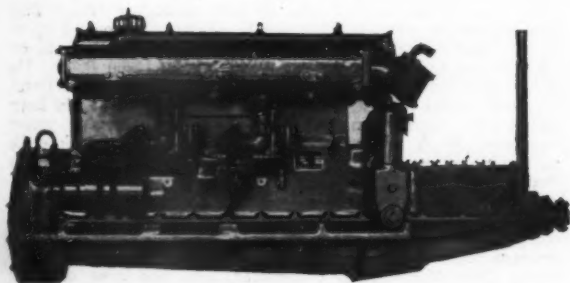
Advertising Index will be found on page 170

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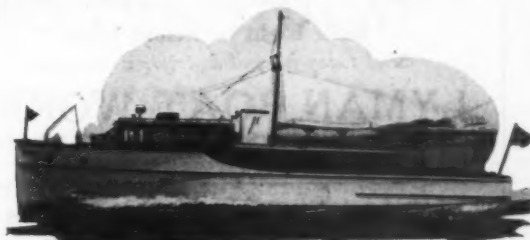
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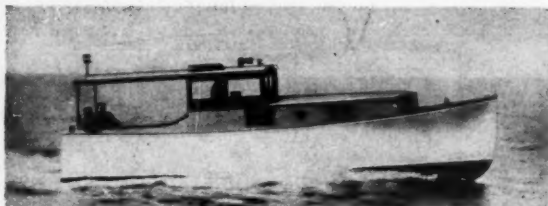
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OLDEST SPARK PLUG MAKERS IN U. S.

Racing and Yet More Racing

(Continued from page 43)

behind the winner. The Past Performance basis of handicapping as used in this race worked out wonderfully well, and due to the fact that most of the contestants had established their speed over the actual course, they were able to give the committee accurate information which made the close results possible.

At four o'clock a race for runabouts 22 feet and over, not over 100 h.p. was started. Five boats went into this event which was run 2 laps or 8½ nautical miles. The race was won by H. A. Niles' Alice, a Chris-Craft Cadet, Chrysler powered, whose port is Babylon, L. I. The second boat to finish was the Chris-Craft Cadet owned by H. O. J. Garlock of Bayshore; third, F. J. Barnes' Chris-Craft Cadet, Lois III, of Brightwater, L. I.; fourth, a 23 foot Sea Sled owned by C. A. Underhill of Bayshore. The fifth boat did not finish. It was owned by E. J. Stein of Bayshore.

Immediately following this race there was another for stock runabouts not less than 26 feet in length and powered with engines of not over 150 h.p. There were 7 boats entered in this race, four 26 foot Chris-Craft powered with 150 h.p. Kermath engines, two Darts powered with 150 h.p. Kermath engines, and H. O. J. Garlock's Chris-Craft Cadet. This race, was, also for 2 laps. The first boat to finish was owned by Lawrence R. Bowden of Bellport, L. I., Skippy, a 26 foot Chris-Craft. The second boat was owned by Paul D. Saxe of Babylon, L. I., Dispute II, a 26 foot Chris-Craft. Third, the Scat owned by Livingston Fountain of Bayshore, L. I., also a 26 foot Chris-Craft. A 26 foot Dart finished next, owned by Frank Gulden of Long Beach, L. I. Then Muriel II owned by E. F. Disbrow of Bayshore, L. I., a 26 foot Chris-Craft; followed by another Dart owned by E. R. Johnson of Babylon; then H. O. J. Garlock's Chris-Craft Cadet of Bayshore, L. I.

Chicago Yacht Club's Cruise to Mackinac

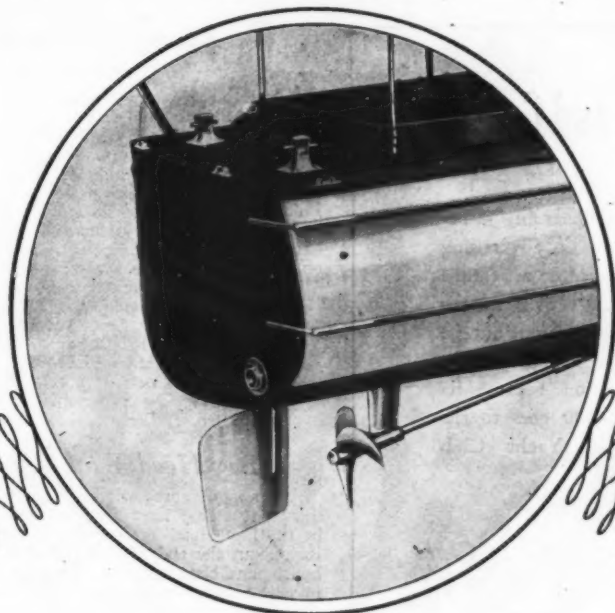
Nine of the nineteen entries for the Chicago Yacht Club motor boat race to Mackinac Island left the Van Buren Street Gap July 23 in the longest race for power cruisers held in this country, if not in the world. The Class III cruisers, boats entered at less than ten miles per hour, started at 10:30 P. M. In this class were Harry Goetz's new 38 foot mahogany cruiser Bud; Leo Sampson's cruiser Florence V; Betty Bro owned by H. Friend, and Gloria, a Racine entry. The Class II boats, entered at ten to eleven miles per hour, left at 11:00 P. M. The only boat in this class to start was J. C. Aspley's 45 footer, Dartnell winner of last year's race to Sturgeon Bay. The faster and larger boats, comprising Commodore Woodruff's cruiser Romance; B. A. Massee's Margo; W. F. Pitcher's Cinderella got their gun at midnight, and made the trip at approximately twelve miles an hour.

The first leg of the race was to Portage Lake, about 185 miles via steamer course, which was used by the race committee in computing the distances for this year's race. Arrangements at Portage Lake had been made by C. J. Peterson of the Chicago Yacht Club Motor Boat Committee, who had gone on ahead of the fleet in his yacht, Wewin. Bud ran closest to its scheduled time on the first leg.

The start for Mackinac Island was made early Monday morning, Class III boats starting at 4:00 A. M., Class II boats at 4:30 A. M. and Class I boats at 6:00 A. M. Weather conditions which had been ideal from Chicago continued favorable until the boats passed through Manitou Passage. Here a following sea was encountered, accompanied by a high overtaking wind which completely upset the calculations of all the skippers who did not have patent logs. Engine speeds meant little under such conditions. To make matters worse, a haze blotted out the shore, which made it impossible to get any bearings after leaving North Manitou light. This meant a run of sixty miles to Isle Aux Galets for most of the boats without a check on the actual speed the boat was making. As a result most of the boats found themselves fast on their scheduled time at Gray's Reef Lightship, due to the wind conditions, and had to slow down considerably. Even then all boats arrived at Mackinac too soon. The boat completing the run nearest to her scheduled time was Dartnell, piloted by J. C. Aspley and the same crew which won last year's race. She finished one minute and fifty-four seconds fast. Second place in the race was won by Commodore Woodruff, who brought Romance in four minutes and two seconds fast, beating out Cinderella by five seconds.

One of the hazards of the race which gave the contestants some concern, and brought not a few to grief, was the distance figure. The figure used, 336¼ miles, was arrived at by U. S. Engineers and was kept a close secret by J. W. Sackrider, chairman of the race committee. Nobody in the race knew what the figure was until they saw it posted on the window of the Chippewa Hotel

(Continued on page 114)



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I-4	30 H.P.	4 cyl.
R-4	35 H.P.	4 cyl.
S-4	50 H.P.	4 cyl.

Racing and Yet More Racing

(Continued from page 112)

at Mackinac Monday evening. The distance as computed by nearly all the skippers was less than the official figure, and even those who procured all the detail charts for the course were from one-half to three-quarters of a mile out in their calculations.

To Mr. Sackrider and Mr. Peterson belongs credit for the success of the 1927 cruise and to the genial host of Portage Point Inn, who spared no trouble to see that all the needs and wants of the visiting yachtsmen were anticipated or met, even to having a band on the dock to welcome them, and tank wagons on the dock for those needing gas.

The time of the various boats completing the course follows:

Dartnell, J. C. Aspley.....	0:01:54 fast
Romance, Com. Geo. Woodruff.....	0:04:02 fast
Cinderella, W. F. Pitcher.....	0:04:07 fast
Margo, B. A. Massee.....	0:06:44 fast
Bud, Harry Goetz.....	0:18:17 fast
Florence V, Lee Sampson.....	0:53:32 fast
Betty Bro, H. Friend.....	1:12:20 fast

Bay Head Yacht Club Holds Races

A series of races which might be termed try-out events for the regatta held later for the same types of boats, was staged by the Bay Head Yacht Club at Meadowmere Park on Jamaica Bay about the end of July. Races were held for the 151 inch hydroplane class which is the most popular of the racing types in that section, and in the Free-for-all class, a new boat called New Yorker, owned by Adolph Goebel was the winner. Other events were limited and unlimited 151 inch hydroplanes were also staged, these meaning that the limited boats were those without superchargers, while the unlimited class did include this new device. In the unlimited class, the first heat was won by New Yorker, and the second heat by Spitfire V, which is the former Dixie Flyer which raced in England last year for the Duke of York trophy. She is now owned by R. Rand of Buffalo. In the limited class, the two heats were won by Baby Peerless II, the fast little hydroplane, owned by Chris Ripp of Meadowmere.

Classes for outboard boats were also arranged and in the class C event for the large engines, Flying Fish II, owned by Victor Withstandley proved to be the winner, and in the smaller class for the under 20 inch engines, the boat C. S. Y. III, owned by E. Saxe, proved to be the winner.

Buffalo Launch Club Holds Successful Regatta

July 29, 30 and 31 were the dates set for the Regatta of the Buffalo Launch Club on the Niagara River in front of its club house. The course, five miles in length, was the same one used previously, and excellent performances were made by many of the boats. A big program of outboard motor races started the events, and these were run over a short course 1/2 mile in length. There were three heats of two miles each for Class B boats, and this event was won by K. D. Did, at a speed of 18.3 m.p.h. The class C event was started shortly after, and consisted of six heats, also two miles in length, and this event was won on a point system by Kantner, owned by Harold Kantner, who was successful in placing second in two heats and first in the remaining four. The second boat was Lindy, owned by Elmer La Maitre.

Free-for-All class for large runabouts had been arranged, and seven boats had signified their willingness to compete. Only two of these, however, got started, these being Miss Palm Beach, owned by W. J. Conners, Jr., and Curtiss Wilgold, owned by R. Williams. Curtiss Wilgold was successful in beating Miss Palm Beach by some eight seconds, at a speed of 49.31 m.p.h.

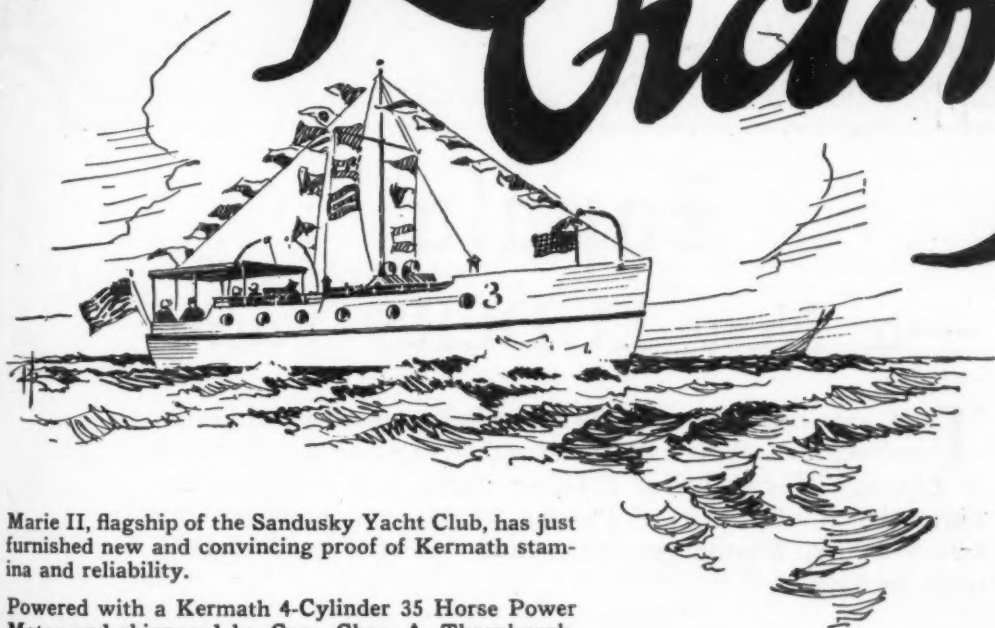
A Sweepstakes event of 35 miles length was also arranged, in which these same two boats competed, together with Arab VIII, owned by R. H. Sidway. In this race, Curtiss Wilgold was again successful, securing first place with a speed of 48 m.p.h.

On July 30, there was a Chance Race in which eight boats took part, but in which no time was taken. The first boat in this race proved to be Arab VIII, owned by Mr. Sidway.

A Handicap Race for club members was provided on July 31, which was to be run over a 15 mile course. Nine boats competed, of which five finished, and the race was won by Arab VIII. The 151 inch hydroplanes performed well at this Regatta, as there were nine of them entered in the race for this class, which was arranged in five different heats of five miles each. The winner was determined by points, and since Miss California, driven by Dick Loynes succeeded in finishing first in each of the five heats, she proved to be an easy winner of the entire race. The second boat was Baby Ruth, driven by Stanley Reed, which finished second in four of the heats, but failed to finish in the second.

(Continued on page 122)

Another Kermath Victory



Marie II, flagship of the Sandusky Yacht Club, has just furnished new and convincing proof of Kermath stamina and reliability.

Powered with a Kermath 4-Cylinder 35 Horse Power Motor and skippered by Com. Chas. A. Thornburgh, Marie II was the winner of the Scripps Reliability Run Trophy over an 112 mile course to Put-in-Bay from Cleveland and return.

3 to 150 H. P.

\$135 to \$2,300

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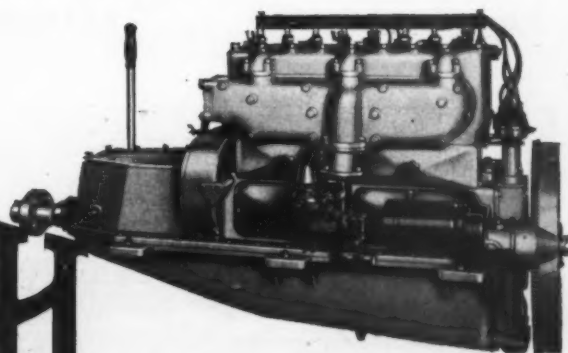
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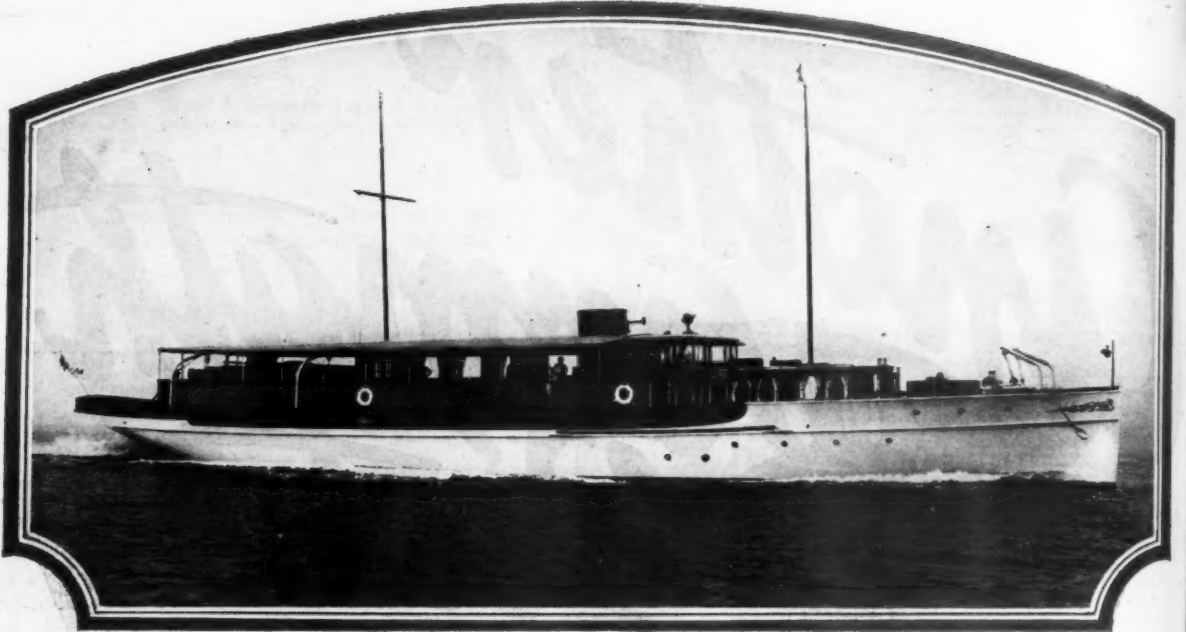
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—a New LUDERS Yacht

THE excellence of Luders design and the supremacy of Luders craftsmanship is demonstrated more emphatically than ever in Zapala. This beautiful 124-foot yacht, just completed for Howard E. Coffin, Esq., of Detroit, Michigan, is powered with two 350-H.P. Winton gasoline engines, giving a speed of 17½ miles an hour.

Let us tell you about our unsurpassed facilities for building fine boats. Information and photographs of some other yachts we have built will be gladly sent on request.

LUDERS MARINE CONSTRUCTION CO.

STAMFORD, CONN.

The Luders Standardized Cabin Runabout combines cruising accommodations with runabout speed. Note the forward cockpit, enclosed bridge cabin house and after cockpit. Speed, 28 to 30 M. P. H.





When a man who knows engines, builds a boat . . .

THE "Wonderful One" shown here is owned by Mr. H. C. Stutz, retired. It was designed by him and built under his supervision by the Bassett Boat Works, Eustis, Florida. The boat is 32 ft. long, 9-ft. beam and 32-in. draught, and turns an 18-16 wheel. She has two double berths, galley and toilet, rear and forward cockpits enclosed with curtains.

A Buda model BM-6 engine is mounted under the forward deck, accessible through doors in the forward bulkhead or through water-tight hatches. The "Wonderful One" makes sixteen and one-half miles per hour.

As a pioneer builder of passenger and racing cars, Mr. Stutz *knows* engines; his selection of a Buda engine for his boat is an endorsement by which you can profit. You will find a new sense of pride in the ownership of a Buda-powered boat—quiet running—dependable—and powerful.

Buda marine engines are built in three sizes for cruisers and runabouts. Write for specifications.

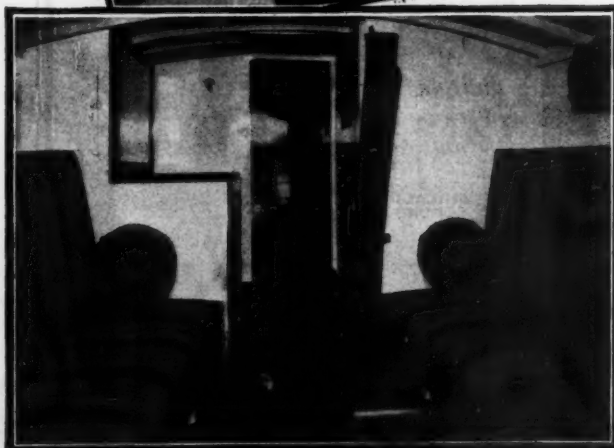
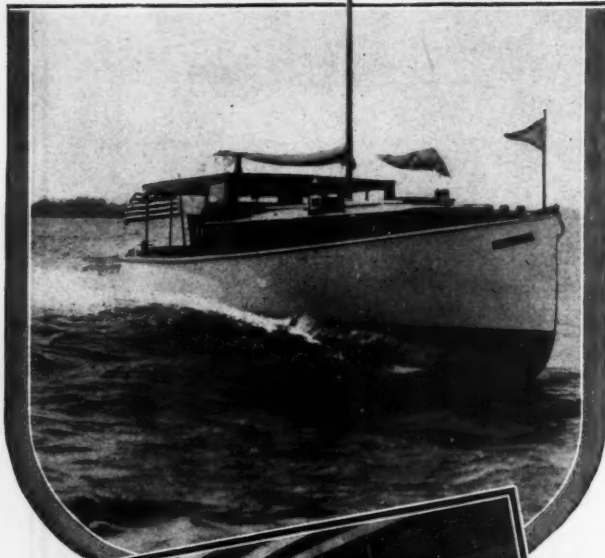
THE BUDA COMPANY, HARVEY, CHICAGO ILLINOIS
SUBURB
Established 1881

BUDA
MARINE
POWER

You Will Want

The NEW

REFINED MATTHEWS "38"



Looking forward in the cabin, the door opens into the complete toilet room. Note the large, mahogany dresser, one of the important new additions. Dresser top measures 30 in. by 20 in.; there are four large drawers, and the mirror above measures 24 in. wide.

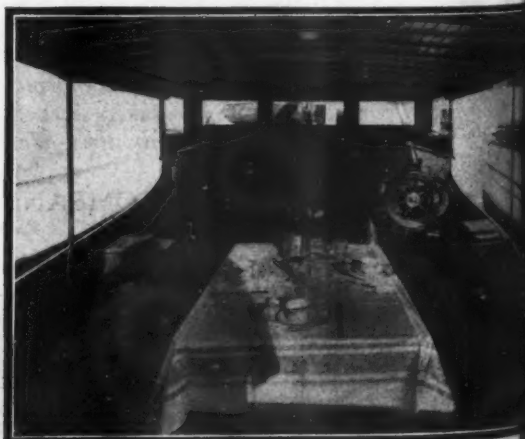
New cabin arrangement—refined running lines—bright finished, mahogany cabin sides—added comforts throughout and new luxurious detail everywhere.

The price remains \$6500.00 afloat Port Clinton.

The 1928 Matthews "38" Single Cabin Stock Cruiser with its many advanced refinements is the result of hundreds of expressed appreciations and criticisms on the famous Matthews "38" Standard Single-Cabin Cruiser we have been producing for the past three years.

In considering the appreciation and criticisms we have gone thoroughly into every detail and department of the boat, however remote, and we have conferred and counseled on every possible betterment regardless of cost. Wherever changes or additions occur, it is because of the opinion of many, including both experts and laymen, have agreed that those changes or additions were valuable.

The 1928 Matthews "38" Single-Cabin Stock Cruiser will be widely copied next season. It is the boat you will want.



Could you imagine a thirty-eight-footer permitting of such comfort as this picture presents? The cockpit is sufficiently large to serve dinner to a party of eight in it. The forward galley, as in the photo at left above, is retained in the refined 1928 model.

Single-Cabin Stock Cruiser for 1928

—Deliveries Ready Now—

The extraordinary success of the Matthews "38" Standard Single-Cabin Cruiser and the overwhelming demand for it through the past three years has made The Matthews Company hesitate and seriously consider any possible changes.

And, frankly, the changes and additions are for the greater part in detail. The new cabin arrangement is most desirable—easily superior to the old arrangement. The easier running lines of the hull have been brought about by such slight changes as to not be visible or discernible at all to the layman. Yet this slight change in the running lines adds to the speed of the boat and increases its seaworthiness.

All the experience of thirty-seven years at building fine, luxurious pleasure craft by The Matthews Company has been concentrated in this 1928 Matthews "38" Single-Cabin Stock Cruiser. To this experience has been added the hundreds of suggestions of present owners and users of the Matthews "38" Standard Single-Cabin Cruiser.

The famous galley has been retained and, while it is shortened by eight inches one way, you would never know it—it is still a great, big galley, sufficient for preparing real meals, and can be closed off, by door, from the main cabin.

The new, refined Matthews "38" Single-Cabin Stock Cruiser will be on display in the Show Rooms of our distributors in New York, Boston, Detroit, Galveston, Texas, and Pasadena, Calif., by not later than the end of September. Be sure to see this new boat.

Illustrated, descriptive literature is ready now and will be sent gladly upon request.

THE MATTHEWS COMPANY

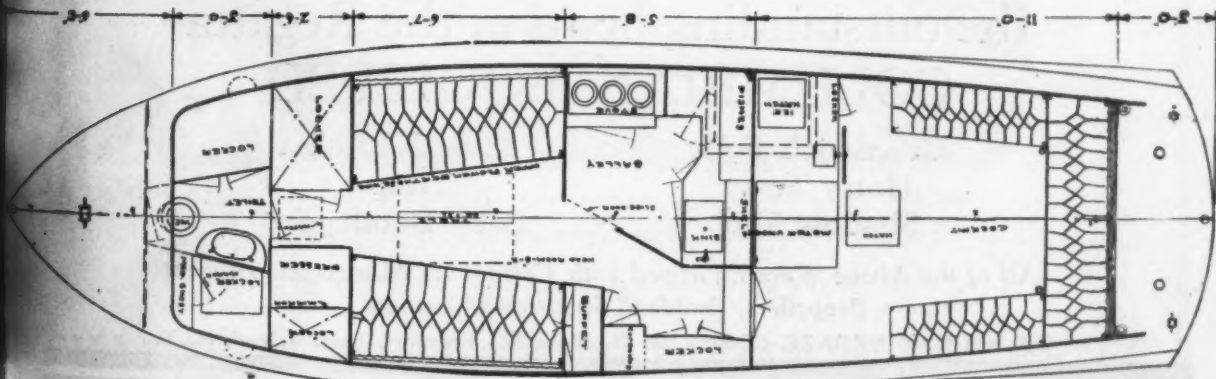
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PORT CLINTON, OHIO

New York Show Room—50-54 West 17th St.
Boston Show Room—1045 Commonwealth Ave




Looking aft in the cabin with dining table set—luxurious, yet cozy. The mahogany buffet at upper right is sufficient for necessary china, glassware, and table linens. At upper left you can get a glimpse of one corner of the famous galley.



Study carefully this arrangement of the 1928 Matthews "38" Single-Cabin Stock Cruiser. Note how the roominess and accommodations of the cabin have been improved by the addition of the large dresser, the doubling the size of the full-length locker, etc. These features were accomplished by taking only eight inches off the galley and by moving back the buffet but eight inches. There are a host of detailed changes throughout the boat, not evident here.

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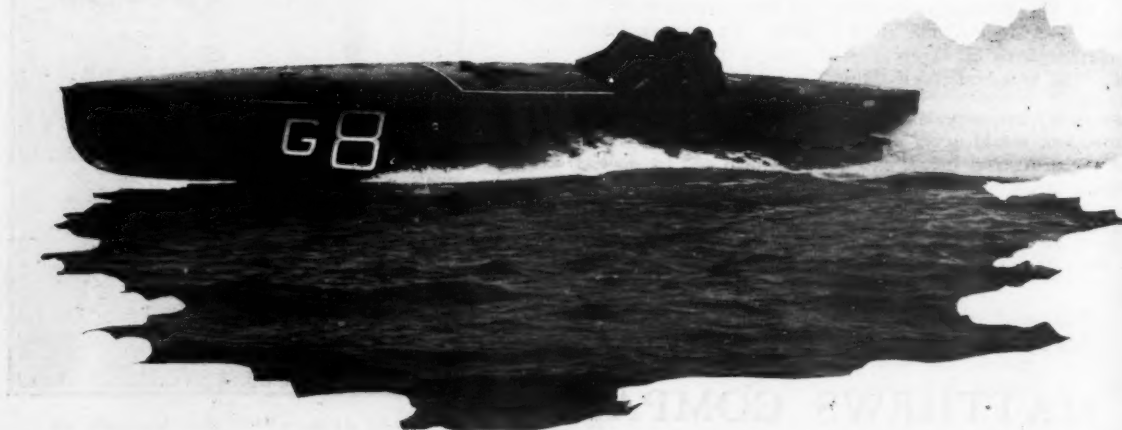
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Winners!
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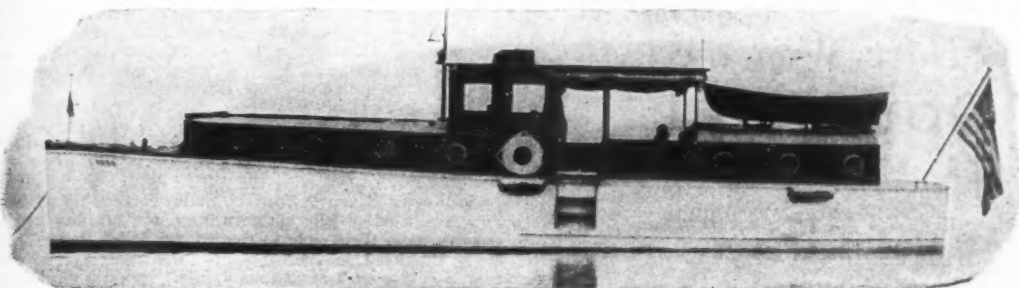
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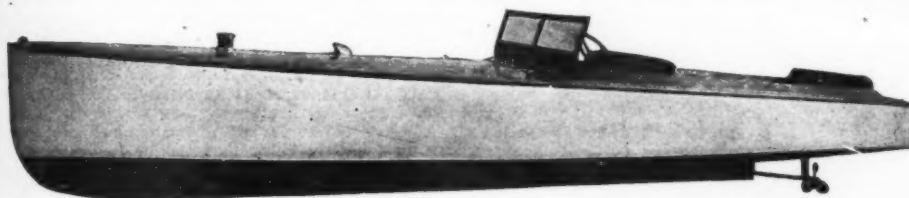
**CUTLESS
RUBBER
BEARINGS**

Advertising Index will be found on page 170

CHANCE DOUBLE CABIN "WEEYACHT"



This example of WEEYACHT is the same hull as the Single Cabin Cruiser. It sleeps four forward and three aft. Each cabin has separate lavatory. Engine room is under bridge. Completely equipped and powered to suit you and priced within reason. This fine sea-going Cruiser requires no paid hand and will please the entire family.

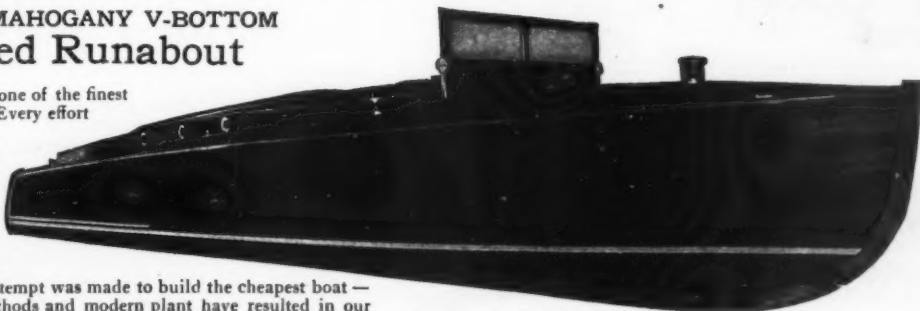


26-FOOT ALL MAHOGANY V-BOTTOM High Speed Runabout

This is without doubt one of the finest runabouts ever built. Every effort was made to build a staunch boat that will deliver years of pleasure without continuous overhaul of the hull. Beam is 6'6", draft is 2' and speed is only limited by your choice of motor.

While no attempt was made to build the cheapest boat — our manufacturing methods and modern plant have resulted in our being able to deliver this boat at a much lower price than such an excellent job would seem to demand.

This 26-foot, SEMI V-Bottom Runabout has 5'8" beam and draws 1'8". No better boat of her type has been designed. Choice of power plants and a price that will be a revelation to you.



FAMOUS CHANCE TOMBOY

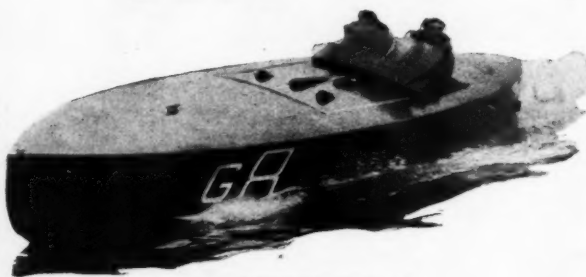


The famous Chance TOMBOY has made hundreds of friends. It is 32' long, 6' beam, draft is 25" and the 14' Cockpit accommodates 10 persons. Built of the best materials obtainable, fully equipped and priced on a basis of quantity production. Speed up to 38 miles per hour

Write us for Full Description and Specifications of any of the Boats Illustrated. We are developing a 75-foot Cruiser. Ask about it.

CHANCE MARINE CONSTRUCTION COMPANY
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GREENWICH FOLLY
Owned by Geo. H. Townsend
Gold Cup Winner—1926 and 1927



BABY BOOTLEGGERS
Owned by Caleb S. Bragg
Gold Cup Winner—1924 and 1925
Contender in 1926 and 1927 Races



MISS COLUMBIA
Owned by Columbia Yacht Club
Gold Cup Contender 1924-1925-1926-1927
Finished Second in 1924-1927

STRENGTH, reliability and staunchness brought these Gold Cup racers through the grueling test of these contests. This record proves the need for boats constructed of the highest grade materials put together in the best and most scientific manner by the most skillful mechanics available under conscientious expert supervision. Henry B. Nevins, Inc., have built only these three Gold Cup racers, and all three have made good, one or the other winning the Gold Cup for the past four years in the face of the keenest competition by new boats of the best builders in America. This same standard of workmanship is in-built in all Nevins' boats.

HENRY B. NEVINS, INC.
CITY ISLAND NEW YORK
Yacht Building Repairing Storage
Hollow Spars
Engine Overhauling Four Marine Railways

Racing and Yet More Racing

(Continued from page 114)

A race for Water Cars provided good sport over a fifteen mile course, and Miss Crystal, owned by G. Hall, proved to be the winner, with a speed of 29½ miles. Betty, Jr., owned by C. Bettinger was the second boat to finish, with a speed of 29.26 m.p.h. These two boats also engaged in a special match race of ten miles, which was won by Miss Crystal, which managed to nose out her competitor by only two seconds. A summary of all events will be found on page 128.

Philadelphia to St. Michael, Md., Cruiser Races

On August 8 and 9, the Tri State Yacht Club of Essington, Pa., conducted a long distance race for cruisers and express cruisers from their club, to that of the Miles River Yacht Club at St. Michaels, Maryland. The first days events were held over a course of twenty-four nautical miles from Essington to the Delaware River end of the Chesapeake and Delaware Canal. Due to a speed limit restriction on the Canal between the Delaware River and Chesapeake Bay, the contestants were not timed through the Canal but were permitted to proceed at will over this part of the course to Towne Point on the Chesapeake, which was the starting point for the second leg of the race. This second heat was held on August 9, the distance to the finish line being 64 nautical miles.

The entrants were divided into three classes, one for cruisers rating under 35, one for cruisers rating over 35 and a class for express cruisers. The boats were handicapped both according to the American Power Boat Association rating rules and the new Past Performance rules, thus making two races in one.

In the race for express cruisers under the rating rules, Baby Boozer, owned by Mrs. Charles Walber, was first; Clarella, owned by J. H. Van Sciver, second; Spitfire, owned by E. J. Van Sciver, third. In the larger cruiser class first place was won by Katherine R, owned by James Kerr; second by Scheherazade, owned by Charles Walber; and fourth place by Camaphael, owned by George Nass 3rd; third place by Josephine, owned by A. C. Bigelow.

In the class for cruisers rating under 35, Bonhomie, owned by R. C. Roebing of Washington, D. C., took first prize; Carl Anne, owned by H. L. Hess took second; and third by Demi Tasse, owned by Dr. I. N. Wood.

In the race with the boats handicapped by the Past Performance rule, and with all boat racing as one class from Towne Point to St. Michaels, Josephine proved to be the winner, with Demi Tasse in second place, and Carl Anne, third.

In a special event for prizes offered by the Miles River Yacht Club over the 64 nautical mile course, from Towne Point to St. Michaels with the boats handicapped by the American Power Boat Association rating rules, the express cruiser class was won by Baby Boozer, the class for cruisers rating over 35 by Kawa, owned by G. W. Brogan of Baltimore, and powered with one of the new Sterling Petrel engines. In the class for cruisers rating under 35, Bonhomie won first prize. A complete summary of the results will be found on page 168.

The Championship for Hydroplanes

The Rockaway Park Yacht Club on Jamaica Bay each year conducts a two day regatta, participated in by 151 inch hydroplanes and runabouts, which was held this year on August 13 and 14. This was the fifth regatta of its kind, and many well known racing craft were attracted to the starting line. In the races several weeks before at the Bay Head Yacht Club, New Yorker, a fast 151 inch hydroplane distinguished itself and was also present at this series. Events were arranged for outboards also, and in the class B event, Helen Hentschell proved the winner, while in class C, C. Wilson came in first. The hydroplane events were naturally the most important, and in the unlimited or supercharged class, New Yorker, owned by Adolph Goebel was the victor. The limited or non-supercharged class was won by Frank Ripp, driving Miss Quincy VII, whose father Chris Ripp in Baby Peerless, suffered some difficulties and was unable to complete the event at full speed. Unfortunately, on the second day of the regatta, a heavy down pour of rain interfered considerably with the ability of the boats and drivers to keep going. It is bad enough to drive one of these boats under the best conditions, but when the flying spray is added to by a down pour of rain, it becomes exceedingly difficult. The races continued despite the weather, and in a Free-for-All runabout class, the Biscayne Baby Oh Min, owned by Charles Trunz, proved to be the winner. A speed boat event which was also Free-for-All was won by New Yorker.

(Continued on page 158)

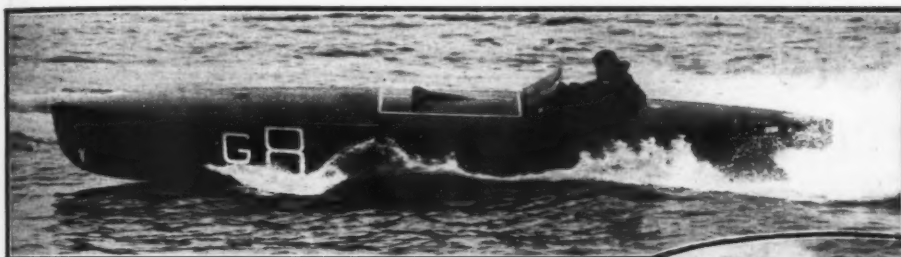
GOLD CUP WINNERS

of 1924—1925—1926—1927

Equipped with

AUTOPULSE

SYSTEM OF FUEL SUPPLY



Greenwich Folly, Autopulse Equipped. Winner of the Gold Cup in 1926 and 1927.

Right: Miss Columbia, second in the 1927 Gold Cup Race. Autopulse equipped.



The AUTOPULSE is a magnetic fuel pump run by battery current and controlled by the ignition switch. It draws the gasoline from the supply tank and delivers it to the carburetor by pumping action of brass bellows which is expanded by an electro-magnet. The carburetor float valve controls the output of the pump. It has a maximum capacity of seven gallons per hour—five gallons per hour is the rated capacity of the unit. Two or more units are connected in parallel when more capacity is required. Built for operation on both six- and twelve-volt ignition systems.

Highly Endorsed for Safety, Efficiency and Durability by the Underwriters' Laboratories.

FOR the fourth successive year an AUTOPULSE equipped boat won the Gold Cup. On August 6th at Greenwich, Conn., Greenwich Folly, owned and driven by Geo. H. Townsend, captured this famous trophy for the second time. The only other boat to finish the three thirty-mile heats, Miss Columbia, driven by Chas. F. Chapman, was also equipped with the AUTOPULSE System of Fuel Supply.

The AUTOPULSE has never been surpassed for reliability and efficiency. It is the only real magnetically controlled fuel pump on the market which comes through with a 100% score for dependability under all operating conditions. For better performance equip your boat engine and automobile with the AUTOPULSE.

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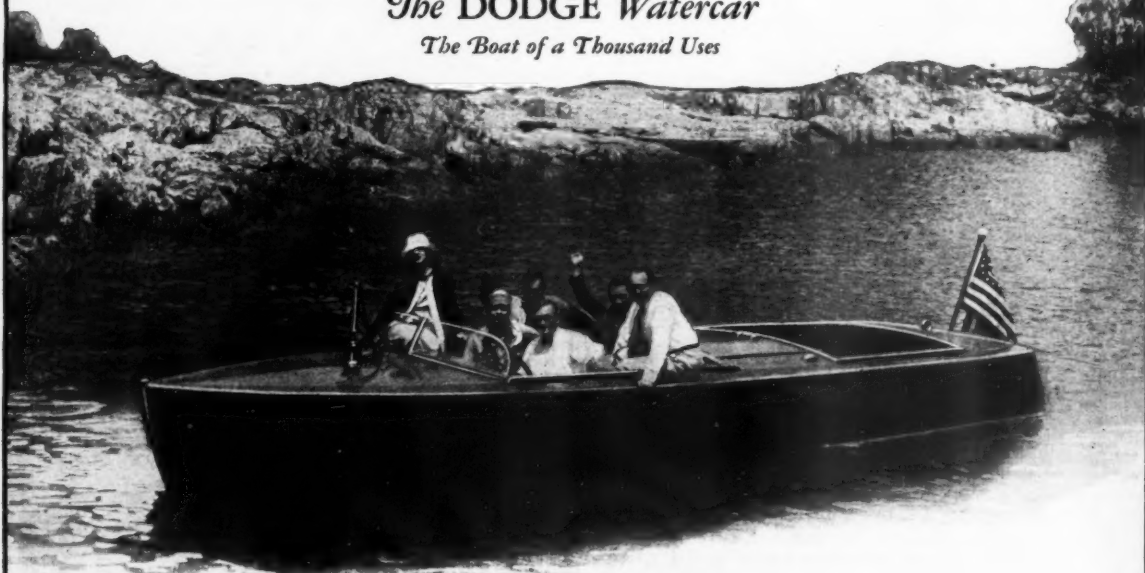
for Long Days on the Water

A DODGE Watercar is a sensible investment in happiness and utility. It is a fast, safe, gem-like boat, but alive with power, pep and endurance. In a Watercar every minute brings a priceless memory that will be long cherished.

Will you drive a Dodge Watercar as our guest? This is easily arranged through our distributors all over the United States. A Postal or note to us will accomplish it. You will never forget the thrill of it, and the feeling of luxury, comfort and well-being.

The DODGE Watercar

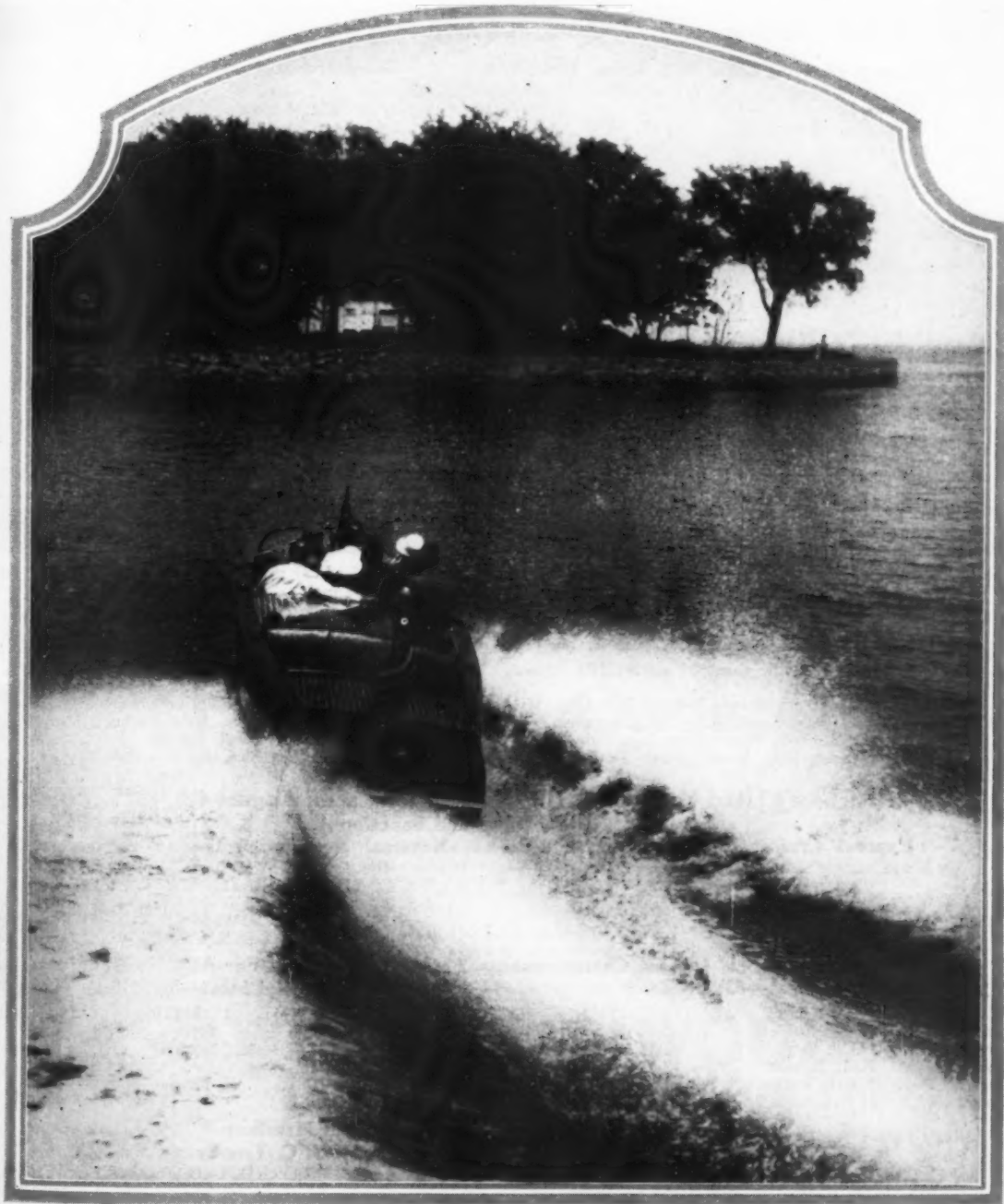
The Boat of a Thousand Uses



Four beautiful models — 22½ to 30 feet, 9 to 14 passengers, 20 to 45 miles an hour, 20 to 250 h. p.

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Send for "The Book of the Dodge Watercar". You'll be surprised how inexpensive Watercars really are.



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The Dodge Watercar is fast and dependable for commuting—thrillingly lively for pleasure touring and racing—and as a yacht tender it has few equals.

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On exhibition at our Marine Salon. Come in and see them.

Ask about the unusual service organization maintained for our patrons.

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Gold Cup Regatta, Greenwich, Conn., August 4-5-6, 1927

Summary of Outboard and Express Cruiser Events

Outboard Motors, Class B, 3 Miles					Outboard Motors, Class C, 3 Miles				
Boat	Owner	Time	Speed	Position	Boat	Owner	Time	Speed	Position
O—2 Miss Circuit Rider	H. Hentschel	12:35.29	14.29	19	O—5 Flying Fish II	V. Withstandley	8:01.22	22.44	1
O—13 Baby Atlantian	A. J. Schwarzler	10:18.81	17.45	9	O—116 Cute Craft Herself	H. T. Buffington	11:10.77	16.1	
V—108 Lockwood Two-Step	F. Wigglesworth	10:40.20	16.87	13	O—126 Hot Dog	H. R. Maddox	8:20.58	21.57	4
O—116 Cute Craft Herself	H. T. Buffington	9:00.97	19.96	2	O—45 K. P. S. Flyer	K. Schenke	10:01.37	17.96	12
O—24 Cnigh	J. C. Smith	9:23.22	19.17	3	O—46 Miss New-ark	Lend	8:34.07	21.00	5
O—49 Scared Cat	J. G. Wood, Jr.	11:13.53	16.03	15	O—51 Glorraine	J. Diaz	9:28.39	19.00	10
O—115 Cute Crafts Sister	H. T. Buffington	10:38.84	16.90	12	O—53 Bur E - Will Buzz	B. Pierce	8:45.72	20.54	7
O—32 Miss Colonial	W. E. Willis	10:2.33	17.93	6	O—13 We	C. Herrlich	8:15.26	21.81	3
O—117 Cuty	C. Cooper	8:52.72	20.27	1	O—20 Baby Wing	V. Withstandley	9:11.00	19.6	9
O—26 Vic	V. Poinsen	11:16.26	15.97	16	O—21 Green Itch Folly	W. Townsend	12:46.21	14.09	
O—48 Scared Cat I	E. Hocking	10:35.96	16.98	11	O—133 Baby Whale II	Kelley	8:59.71	20.01	8
O—102 Miss Hartford	A. Clark	9:47.49	18.37	5	O—141 Baby Whale III	Kelley	8:07.94	22.13	2
O—27 CSY II	F. Sajatik	10:29.39	16.59	10	O—67 Roundy	R. Spencer	8:39.99	20.77	6
O—69 CSY V	Saxe	10:18.57	17.46	8	The following boats were disqualified for not observing a false start recall signal: Miss Mystery, Miss Julie, Flying Fish, Miss Winstead, and O—75.				
O—73 Wiggles	F. Wigglesworth	10:15.67	17.54	7					
O—136 Baby Whale V	Kelley	11:37.37	15.48	17	Fastest Heat (3 miles) made by Flying Fish II. Time, 8:01.22 Speed, 22.44 m.p.h.				
O—46 Miss Newark	Carl Busch	9:31.39	18.90	4	The following entries did not start: Cute Crafts Sister, Cutie, Cnigh, Clam Shell, Encee, Baby Whale, Sashweight, Scared Cat 3, Miss Riverside, Lena, Brown Derby, Indian Maid, Baby Whale IV, Peeka Boo, Miss Circuit Rider, Wa Hoo II, Cee Vee, Wa Hoo, Bees Knees, Jamaica Ginger, Baby Atlantian, Black Bottom, Baby Skimmer, Circuit Rider II, Miss Pacific, Cute Spitfire, Miss Yonkers, Baby Whale I, Chief Pontiac, Baby Carol, Roundy, Jean, Miss Glendale, O—65, Flash II, Sea Sled, Jr., and Miss Evy.				
O—28 CSY III	Saxe	9:32.08	18.87	*					
O—22 .....	.....	11:11.35	16.08	14					
O—55 Leaping Lena	.....	11:58.69	15.03	18					

*Disqualified, cut mark boat.
Fastest Heat (3 miles) made by Cuty. Time, 8:52.72. Speed, 20.27 m.p.h.

The following entries did not start: Wahoo, Hot Dog, Miss Evy, Wee Spitfire, Palm Beach Baby, Black Bottom, Peek-A-Boo, Crate, KPS Flyer, Apple Dumpling, Baby Whale, Baby Skimmer, Scat, Bees Knees, Flash II, Miss Julie and O-94.

Sachem's Head Yacht Club Express Cruiser Races, August 4-5, 1927

A P. B. A. Rules and Sanction

Express Cruiser Championship of America—National Association Trophy—2 Heats

BOAT	OWNER	RATING	FIRST HEAT CORRECTED TIME	SECOND HEAT CORRECTED TIME	POSITION AT FINISH
Lohara	Harris Racke	71.68	1-52-20	1-26-46	First
Harpoon	M. S. Cornell, Jr.	71.58	1-52-28	1-30-34	Second
Bobolou II	R. B. Seward	90.22	1-46-13	D. N. F.	Third

Single Engine Express Cruiser Championship—2 Heats—Open Free-For-All—No Handicaps

First Heat—63½ Miles			Second Heat—50 Miles			FINAL POSITION
BOAT	OWNER	ELAPSED TIME	POSITION	ELAPSED TIME	POSITION	
Lugin	A. Smadbeck	2-30-10	First	2-11-01	First	First
Llenroc	H. M. Lewis	2-38-50	Second	2-14-18	Second	Second
Bobolou II	R. B. Seward	2-55-20	Third	D. N. F.		Fifth
Lohara	Harris Racke	3-39-47	Fourth	2-49-08	Third	Third
Harpoon	H. S. Cornell, Jr.	3-40-12	Fifth	2-58-10	Fourth	Fourth

Sachem's Head Yacht Club Express Cruiser Handicap

One Heat—63½ Miles—Open Event—S. H. Y. C. Trophy

BOAT	OWNER	RATING	CORRECTED TIME	POSITION AT FINISH
Llenroc	H. M. Lewis	84.52	1-19-44	First
Bobolou II	R. B. Seward	90.22	1-46-13	Second
Lohara	Harris Racke	71.68	1-52-20	Third
Harpoon	M. S. Cornell, Jr.	71.58	1-52-28	Fourth
Lugin	A. Smadbeck	169.05	2-30-10	Fifth

A. P. B. A. Express Cruiser Championship of Long Island Sound

Sachem's Head to Greenwich—Gold Cup Regatta—50 Miles

BOAT	OWNER	RATING	START	FINISH	CORRECTED TIME	FINAL POSITION
Llenroc	H. M. Lewis	84.52	2:51	5:5-18	1-09-59	First
Lohara	Harris Racke	71.68	2:04	4:53-08	1-26-46	Second
Harpoon	M. S. Cornell, Jr.	71.58	2:03	5:01-10	1-30-34	Third
Lugin	A. Smadbeck	169.05	3:00	5:11-01	2-11-01	Fourth
Bobolou II	R. H. Seward	90.22	2:40	D. N. F.		D. N. F.

Summary of various events under the auspices of the Sachem's Head Yacht Club in connection with the A. P. B. A. Express Cruiser Championship races for the National Association Trophy.

Winner Trophy offered by the National Association of Engine & Boat Manufacturers as emblematic of The Express Cruiser Championship of America—

Harris Racke—owner Lohara—Naugatuck, Conn., S. H. Y. C.
Winner Single Engine Express Cruiser Free-for-all Championship—A. Smadbeck—owner Lugin—New York, N. Y., R. G. R. C.
Winner S. H. Y. C. Express Cruiser Handicap—H. M. Lewis—owner Llenroc—Medford, Mass., Boston, Y. C.
Winner Long Island Express Cruiser Championship—H. H. Lewis—owner Llenroc—Medford, Mass., Boston Y. C.



Photo by Ray E. Chapin

Lockwood Wins Again!

—Over Ocean Course

—The Most Trying Test of All

On June 5th the Lockwood Twin Boat Motor, driven by Lt. John V. Deuel, WON the "most spectacular outboard motor race held in Southern California"—if not in the whole world. He wires:

"Our entry Coff Drop III Lockwood Skimmer won first place in Class B with Lockwood Motor in race Catalina Island to Newport Bay. Beat nearest competitor nineteen minutes twenty-two seconds over thirty-two mile ocean course."

Not only did the Lockwood win Class B, but the time of 2:05:33 for the 32 miles over the ocean course was better than that made by several motors of much larger size. Coff Drop III was eighth in a field of eighteen to finish. Smith Bros. of Balboa, California, entered this winning craft.



LOCKWOOD BOAT MOTOR

The Lockwood Twin is FAST; and in addition, it has the inherent quality of stamina—built in—purposely engineered.

That's why many more thousands have this year turned to the Lockwood Motor for all those advantages of the Ideal Size.

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Photo by Ray E. Chapin

Lt. John V. Deuel in his Lockwood-equipped Coff Drop III, photographed at full speed in the Catalina Island-Newport Bay Race.

New World's Speed Record in Competition 24.825 Miles per Hour

The Lockwood Twin, holder of Class B Championships for 1925 and 1926, set a new World's Record at Houston, Texas, on April 24th. Speed 24.825 miles per hour.

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Summary of Results

Buffalo Launch Club Regatta, July 29, 1927

Free-for-All Class, 20 Miles

Boat	Owner	Elapsed Time	Speed m.p.h.	Position
Curtis Wilgold	Roy Keys	24:28.00	49.31	1
Miss Palm Beach	W. J. Conners, Jr.	24:36.00	49.10	2

The following boats did not start: Lady Cleveland, Bone Dry, Arab VIII, Lockpat and Care Naught.

Water Cars, 15 Miles

Boat	Owner	Elapsed Time	Speed m.p.h.	Position
Baby Wilgold	R. Williams	32:24	27.9	4
Lindy	Roy Keys	32:23	27.9	3
Miss Crystal	G. Hall	30:42	29.5	1
Betty Jr.	C. Bettinger	30:52	29.26	2

Chance Race, 5 Miles

Boat	Owner	Position
Lindy	Roy Keys	5
Arab VIII	R. H. Sidway	1
Miss Palm Beach	W. J. Conners, Jr.	3
Bob Cat	A. Ouchie	6
Okoboji	Le Grand Simpson	2
Pirate	Joe Schuchert	4
Jennie Burns	Basin Burns, Jr.	8

Class B Outboards, 3 Heats, 2 Miles Each

Boat	Owner	Elapsed Time	Best Heat	Position
Miss Lockwood	Kramer Danahy	8:59		3
Lindy	Elmer La Maitre	7:03		2
.....	Howard Schmidt	8:42		4
K. D. Did	Francis Brobeil	6:33		1

Class C Outboards, 2 Miles

Boat	Owner	Position on Points
Skippy O One	Norman Luther	4
Lindy	Elmer La Maitre	2
Bob Kitten	Alvin Ouchie	7
Miss Johnson II	John Letzin	6
Simpson	Le Grand Simpson	3
Kantner	Harold Kantner	1
Richardson Pup	Richardson	5
Miss Johnson I	John Letzin	8

Sweepstakes, 35 Miles

Boat	Owner	Elapsed Time	Speed m.p.h.	Position
Miss Palm Beach	W. J. Conners, Jr.	48:07.00	...	2
Curtis Wilgold	Roy Keys & Reg. Williams	43:43.00	48.0	1
Arab VIII	R. H. Sidway	59:32.00	...	3

151 Hydroplanes, 5 Miles

Boat	Owner	1st heat	2nd heat	3rd heat	4th heat	5th heat	Points	Position
Fire Fly	C. H. Hall	D.N.S.	D.N.S.	D.N.S.	13:41	D.N.F.	12	9
Little One	R. C. Sheldon, Jr.	8:07	7:42	D.N.F.	D.N.S.	10:40	134	6
Chautauqua	D. S. Lawson	8:37	8:34	9:08	9:59	7:59	89	7
Lady Baltimore	A. R. Gross	D.N.S.	D.N.F.	D.N.S.	8:33	D.N.F.	16	8
Miss California	Dick Loynes	6:54	6:58	7:13	7:16	7:19	1000	1
Baby Peerless	C. Ripp	8:03	D.N.S.	8:21	7:58	8:05	136	5
Thunderbolt	Ed. Quinn	8:06	7:44	8:15	8:17	8:04	140	4
Baby Ruth	Stanley Reed	7:33	D.N.F.	7:32	7:34	7:39	400	2
Blackies Pup	J. F. McCrea	8:34	7:52	7:54	8:05	7:57	166	3

Chris-Craft

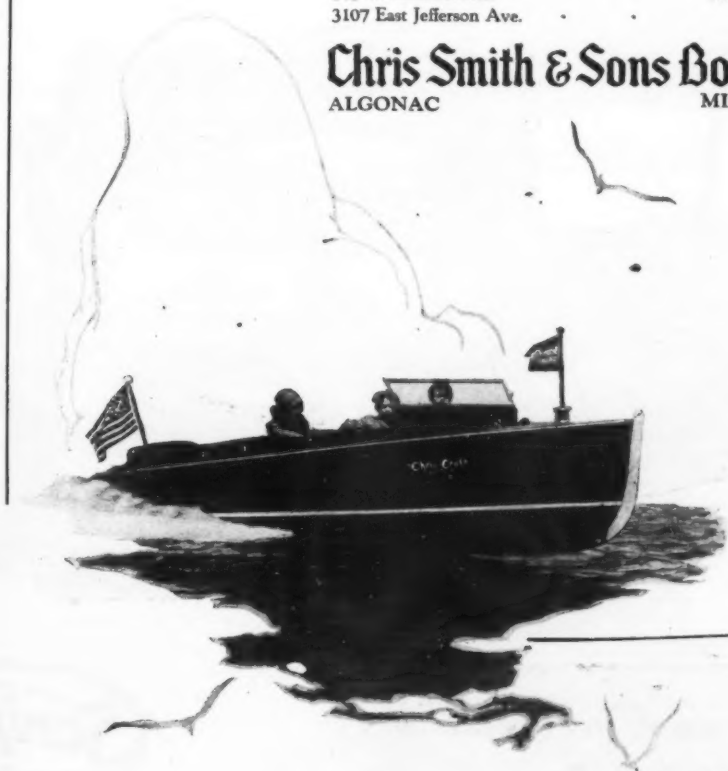
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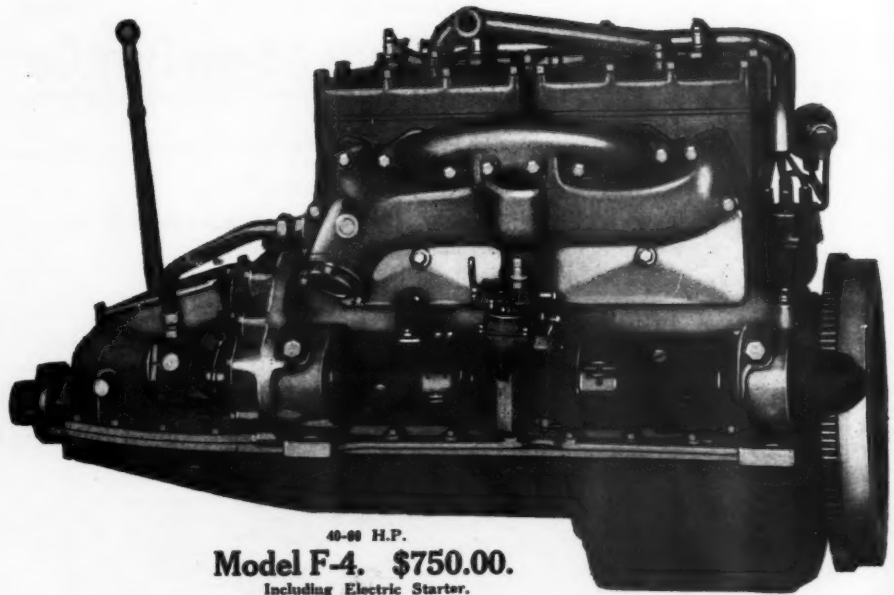
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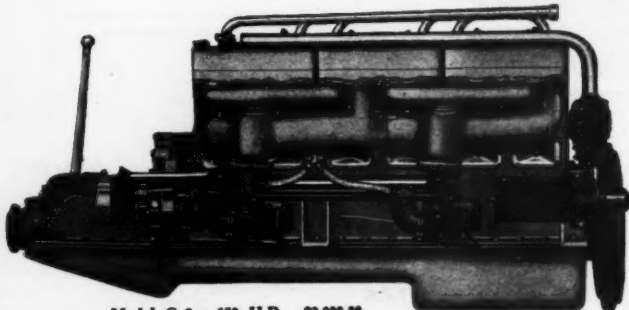
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The Motor that
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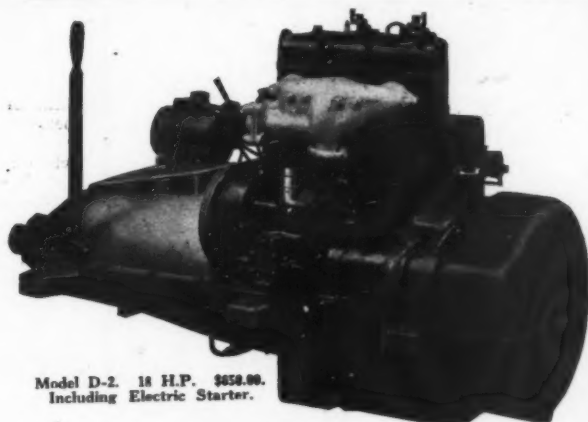
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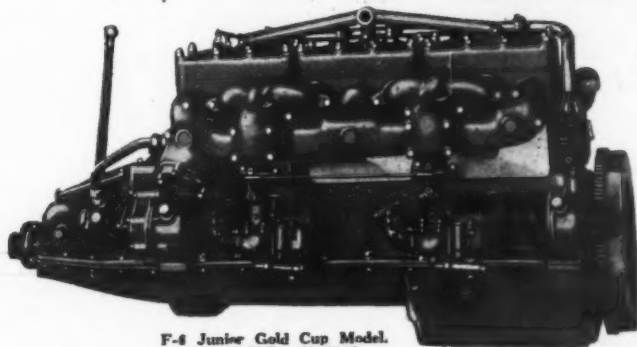
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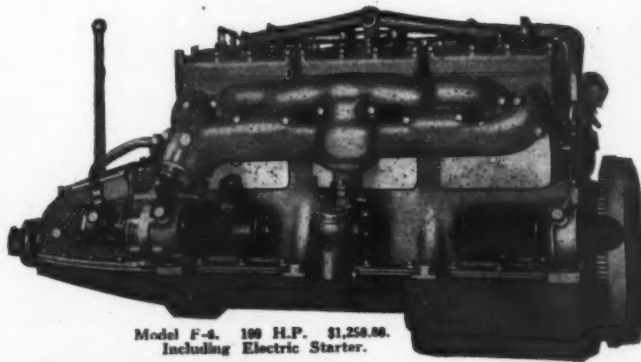
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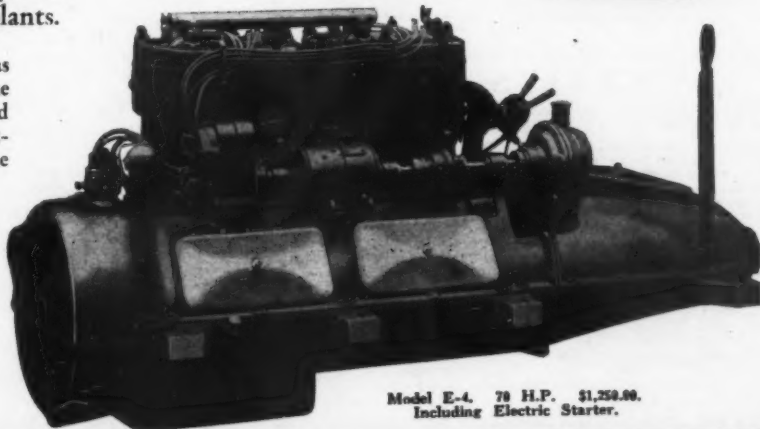
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KIRK'S BOAT AND ENGINE WORKS
SWAN QUARTER, N. C.



Note deck
and big
cockpit

Up and Down Glen Canyon

(Continued from page 27)

miles an hour. Where it was deep enough to float the boat we made good time, but frequent stops were necessary to cut away dead and fallen trunks and lift over sprawling shallows.

The fact that the course was bordered with willows, many of them of considerable size, was a most encouraging sign. It meant that there had been some kind of a runway here for many years, and that we were probably at the head of one of the networks of drainage channels of what was called the Pescadero Slough of the Colorado.

Streams coming in from the left and right within the next half mile gave us a flow of possibly fifty second-feet, but most of the benefit of the augmentation was lost when we ran into a sort of willow swamp through which the channel for the boat had to be cut with an ax. The mud was almost bottomless here and in places it was impossible to extricate one's feet without a tree or the boat to give a supporting hold. The waters collected again into a firm-bottomed channel below the swamp, and, bumping back and forth from bank to bank, we ran swiftly down to come suddenly upon one of the strangest sights I ever beheld.

So far as ocular evidence went we had literally run from summer to winter in the wink of an eye; from tropic to arctic at the turn of a bend. One moment we were running through a leafy tunnel of golden green, the next bearing down upon an astonishingly good imitation of a field of melting snow.

Indeed, had the boat been suddenly drawn into some unexpected side channel, so that the first startling glimpse of the vista ahead had been also the last, the mental picture remaining might well have been characterized as an impressionistic sketch of "Old Orchard Under an Early Snowfall," or something of the kind.

An instant later, however, when the bow began to plow into the first snowdrift, we were able to diagnose the illusion as a sheet of foam-white water tumbling under a grove of mesquite. The snowiness of the agitated water no less than the uniformity of the size of the trees, as well as their shape and the orchard-like evenness of their setting, was responsible for the unbelievable perfection of the illusion.

The impression of frigidity was further enhanced by a wall of enormous willows whose branches were thickly laden with pussy florescence, fluffy white with a tinge of delicate pink from the glow of the sunset.

Under the spreading mesquite the water splashed and rippled the high-pitched song of a noisy brook, but from where the sheet dropped out of sight ahead there came a deeper-toned note that warned of a sharp descent and possibly solid obstructions. It was plainly in order to halt our speeding craft without delay.

With no room to use the oars, there was nothing to do but resort to more direct and primitive methods of control. Tumbling overboard with the stern-line, I was reassured to find the bottom hard and the water surging but a few inches above my knees. That was my first impression. The next had to do with a thumping wallop at about the line of my belt and the swish of a cold current over my ears.

When I got my head above water it was to find my floundering anatomy jack-knifed around a mesquite trunk, with the boat aloof of another tree a few yards below. The bottom, while hard, was infernally slippery. Also, the hard-running current proved to have more power than I had expected.

As the boat had been checked before reaching the brink of the fall ahead there was really nothing much to complain of. The wetting was all in the day's work, though it is true that the middle of October was a bit late in the year for an all over.

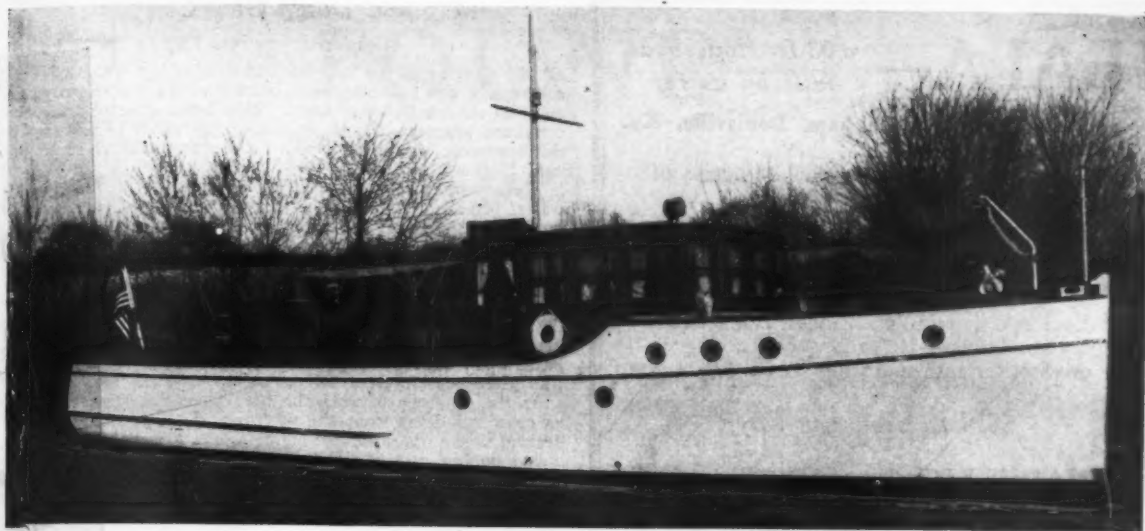
Wading carefully to the right bank after securing the boat, we circled down behind the fringing willows in an endeavor to get some sort of an idea of what we were running into ahead. The roar we had heard from where the snowy carpet beneath the mesquite dropped out of sight proved no false alarm.

A cascade of solid water with a fall of from six to eight feet in as many yards over the enarled roots of willow and mesquite plainly had a real kick behind it. A boat caught side-on in the serpentine chute might easily upset and possibly be smashed. There was little threat once the dangers were understood, but it was certainly not the sort of a place to run into blindly.

Below the falls we came to a place as enchantingly beautiful as that above was weirdly bizarre. Into a great swirling willow-bordered pool of perhaps fifty feet in diameter another stream about equal in volume to that which we had been following came tumbling. Snorkling in crystal clearness as it poured over and through the tangle of roots and fallen logs, it seemed to be long more to the Canadian Northwest or Alaska than to the heart of the delta of the Colorado.

Through the masking barrier of verdure the glint of waters of a third stream was revealed still farther to the right. Evidently

(Continued on page 134)



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From the Keel Up—A Better Boat

THE Vinyard Fifty-Foot Twin-Screw Cruiser speaks quality and a standard workmanship throughout its construction in a measure unheard of in any other standardized boat of equal size and price.

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One-piece keels for the Vinyard Fifty-Footer Cruiser are cut from white oak like this.

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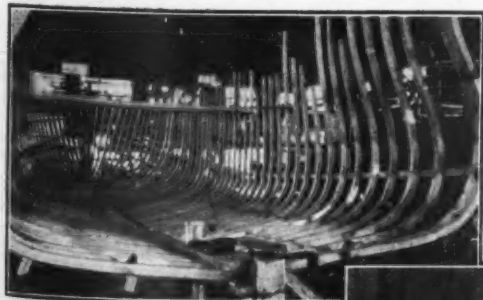
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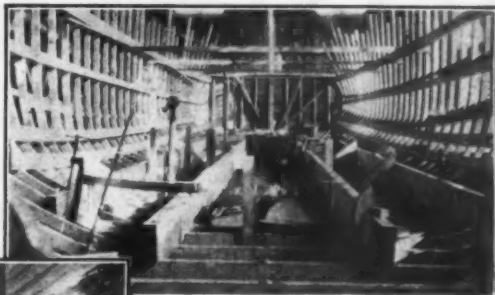
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Up and Down Glen Canyon

(Continued from page 132)

all the water that we had lost since emerging from the Pescadero Cut was returning as to some common rendezvous, probably an old-established channel. This boded hopefully for our continued progress, though it seemed too much to expect that the scattering operation would not be repeated wherever the next blockage occurred.

There was the lucent green of early spring in the rippling waters beneath the cottonwood and palo verde shading the right-hand fork, the coldness of full winter in the ghost-dance of the frothing currents swirling through the sprawling mesquite blocking that to the left. Below, where the trees of an ancient forest of giant willows were packed almost solid with cottony fluff, the shell-pink flush where the dying sunlight was reflected through the upper branches deepened to liquid misty purple on the quieting water. The cavernous depths of the tunnel where the stream penetrated the obstructing trees had already taken the soft, transparent dusky of falling night.

As the peninsula between the two converging streams offered as open and dry a camp-site as there was hope of finding, we decided to stop there for the night. While Priest built a fire and bound up his cut foot, Higley and I prepared to take the boat down the fall. This was bound to be a wet passage however it was effected, but by running through that night it was figured we would be able to make a dry start in the morning.

Since the important thing was to prevent the skiff from being swung side-on to the current and capsized, Higley was stationed on the bow to fend off the trees while I waded down the shallows along the bank with the stern-line. Or rather, that was the theory of the operation.

As might have been expected, I lost my footing the moment the boat dipped over the brink of the cascade, and so made most of the run floundering at the end of the stern-line. All went well notwithstanding, that is, until one of my dragging feet caught in the bight of an undermined root. The mesquite root, though soft and flexible, has all of the toughness of a wire cable, so that it was probably just as well that the line slipped from my grasp before much of a strain was put on either the rather light stern of the boat or an ankle that was still limp from the strainings and sprainings of its football days.

The skiff and I made the rest of the run as detached units, neither of us shipping enough water to do any harm. I found the middle of the big pool a good deal over my head. The bark of the spinning whirlpool where the converging currents came together was rather worse than its bite. A few strokes carried me to an eddy from which it was easy wading to where Higley had tied up the skiff below our camp.

In going over a map of the Colorado delta region in an endeavor to approximate our position that evening, Higley called my attention to the fact that the point to which we had attained was probably just about in the middle of the Gulf of California of the prehistoric times when it was walled in by mountains and before the silt-laden river had progressed far in cutting the great sea-arm in two.

Fully to understand this remarkable piece of natural engineering one must picture the delta of the Colorado as a low, rounded dam-cutting off the present head of the Gulf of California from the extensive below-sea-level area corresponding to its ancient head. In comparatively recent geological time that arm of the sea extended many miles north and west of the Imperial Valley of today. Possibly it lapped near to the bases of the Chocolate and San Jacinto mountains, although the most clearly defined of the ancient beaches are some distance from either range.

The silt-laden flood of the Colorado, dropping its mud and sand as it entered the side of this narrow arm, finally built up a solid dam all the way across to the foot of the Cocopah Mountains. This barrier turned the northern end of the Gulf into a great inland sea which, cut off from the ocean and deprived of all but intermittent flows of the Colorado, ultimately dried up.

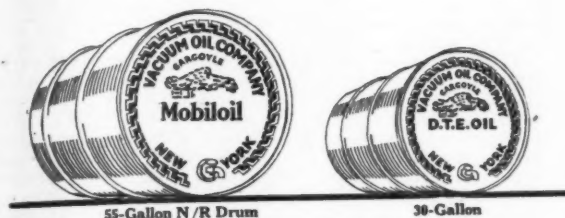
Then the river, flowing now this way, now that, down the sides of its delta cone, filled the bed of the ancient sea with a great depth of silt. When the northerly flow persisted for any length of time a new inland sea was formed, but only to disappear by evaporation a few years after a silting up of the river's channels diverted its red flow again to the Gulf. This process probably went right on up to the time of the inauguration of the Imperial Valley reclamation project, for government reports show the presence of water in what we now call the Salton Sea as early as 1762, and at intervals of every two or three decades since then.

That was the first of several occasions on which we discussed the plan of trying to boat down the northern slope of the Colorado delta cone to Salton Sea as we were now attempting to boat down the southern slope to the Gulf of California. This

(Continued on page 136)

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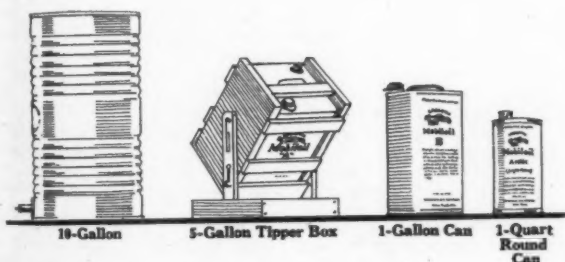
DIMENSIONS

55-Gallon N/R Drum

Over-all Diameter of Head.....	1'10 $\frac{3}{4}$ "
Over-all Diameter of Roll Hoop.....	1'11 $\frac{1}{2}$ "
Over-all Height	2'10 $\frac{3}{4}$ "

30-Gallon

Over-all Diameter of Head.....	1'6"
Over-all Diameter of Roll Hoop.....	1'7 $\frac{1}{2}$ "
Over-all Height	2'5 $\frac{1}{2}$ "



DIMENSIONS

10-Gallon

Over-all Diameter of Head.....	1'1"
Over-all Height	1'9 $\frac{3}{8}$ "

5-Gallon Tipper Box

Top	13 $\frac{3}{8}$ "x11 $\frac{3}{8}$ "
Bottom	10 $\frac{3}{8}$ "x11 $\frac{3}{8}$ "
Over-all Height	15-11/16"

1-Gallon Can

Height (without spout).....	9 $\frac{5}{8}$ "
Height (with spout).....	10 $\frac{1}{2}$ "
Square or Diameter.....	5 $\frac{1}{4}$ "

1-Quart Round Can

Height (without spout).....	6 $\frac{5}{8}$ "
Height (with spout).....	7 $\frac{3}{8}$ "
Diameter	3 $\frac{1}{2}$ "

Somewhere aboard your boat you have a little space which will just do for storing a can or a drum of oil.

The question is how to find a container that fits this space.

We suggest this way: Measure your storage space and compare with the dimensions of the Mobiloil packages given on this page. Perhaps you have an odd-shaped place in a locker, where you couldn't tuck away a large can. What will fit there? We suggest the 1-gallon can or several 1-quart cans.

When you buy Mobiloil you get the only oil that is recommended by 57 manufacturers of motor boats. Mobiloil lubricated Lindbergh's plane when he sped across the Atlantic. Mobiloil-lubricated planes and Mobiloil-lubricated motor boats hold scores of records.

Now, while this advertisement is handy, select the Mobiloil container which meets your storage requirements. Your nearby dealer has the Mobiloil Chart which tells you which grade of Mobiloil to use in your engine.



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1 doz. sheets, 63 x 99" (for small beds) ..\$42
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Up and Down Glen Canyon

(Continued from page 134)

strange jaunt was ultimately to be embarked upon, I may add, but unfortunately, (and to my cost) without the invaluable assistance of the two engineering companions who were now helping me through the mazes of the Gulfward side of the delta.

Mosquitoes were sufficiently numerous and attentive during the early hours of the evening to make the grateful shelter of a smudge entirely welcome while cooking and eating supper, but by the time we were ready to roll into our blankets the chilling air had completely quenched the ardor of these most troublesome tormentors. Priest's cut foot kept him awake most of the night but did not prevent him from reporting for duty in the morning.

The chill of a dew that was almost frost drove us out at day-break to seek the warmth of a camp-fire, but we delayed pushing off for an hour after breakfast to gain the benefit of a stronger light for some photographs of what we had come to speak of as, The Meeting of the Waters.

The dense canopy of the trees cast heavy shadows on the streams even after the sun was well up, so that all of my exposures had to be of two or three seconds or more. This dulled the life and movement of the sparkling waters, but even so, much of the strange haunting beauty of the place was caught by the films. Slowest of all the exposures were those made where the white sheet of broken water swept down to the head of the fall through the spreading mesquite, yet even these preserve much of the spirit "Old Orchard Under an Early Snow-fall."

There was room, as there was need, to use the oars in crossing the big pool where the streams united, but as the boat drifted on down to where the water disappeared under the great grove of old willows we seemed to be approaching an impenetrable barrier. The huge trunks of the ancient druid trees were scattered at considerable intervals—quite sufficient to allow the skill to pass between and under their widely spreading lower limbs. It was the thicket younger growth between that threatened to bar the way through what we found to be an almost currentless swamp.

The snow-laden Christmas-tree effect was even more striking under direct sunlight than by the subdued glow of eventide. Spangled with dew-drops, the snowy fluff strained all the glare from the sunlight and allowed only a soft fluid radiance to filter through to illumine the druidical caverns under the over-arching branches and shed a ghostly green-white glow on swaying beards of pendant moss.

After setting up my tripod and taking a couple of pictures from an annoyingly unstable mud-bank, we climbed into the boat again and pushed on into the maze below. The first solid collision with the trunk of one of the old trees produced a veritable transformation scene. There was, a half-minute snow-flurry in yellow calcium, and when it was over the sun was shining brightly down on a patch of river carpeted a foot deep in cottony fluff.

The dying florescence, weighted with dew-drops, had been ready to fall at the touch of a hair; and the impacting of the nose of our boat upon the trunk of the tree was something more than that. Smeared with black mud as we were, shoulders and legs gave ready adhesion to all the fluff that fluttered our way.

One moment we might have passed for slaves hiding in the Dismal Swamp, the next for something between Santa Claus and escapes from a Texas tar-and-feather party. The stuff washed off readily enough, but after finding that every fresh contact with the trunk or limb of one of the large trees brought down a fresh shower further restorative efforts were postponed until we were out of the the snowfall woods.

The swamp, though hard navigating with the boat, proved far from impassable. The more slender of the young growth bent down readily; the heavier yielded to Higley's vigorously plied ax.

The mud, two feet deep and overlaid with about the same depth of almost stagnant water, was the worst trouble. Every time one lifted hard on the boat his feet were buried so deeply that he had to have help to extricate them. Once all three of us were bogged at the same time, while the boat drifted on across fifty yards of open water before grounding.

Our hardest work was where the swamp broadened out and shallowed at its lower end. Here there was not more than three or four inches of water for a considerable distance, across which the boat had to be tugged and shoved through clinging silt. Portaging on firm ground would have been vastly easier, but at this point there was nothing but swamp in sight.

Winning through finally to a ridge of firm adobe, we found ourselves again in a narrow channel filled with clear, swiftly-flowing water. The banks and bottom, mostly of matted willow

(Continued on page 138)



for Florida The New BANFIELD "32"

NO other boat built today better meets the requirements of Florida sportsmen than the Banfield "32." For deep sea fishing these boats have been pronounced the world's best by the foremost authorities of this fascinating sport. Speed to get you out quickly. Seaworthiness that will meet and conquer the roughest sea. Roominess that will permit a long cruise in comfort. In fact an outfit that instills confidence, the most sought for quality in any boat.

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Speed, 18-20 M.P.H.
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Speed, 22-25 M.P.H.
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Length—18 feet. Shallow draft tunnel stern. Runs in 11 inches of water. Beaches anywhere, the propeller is protected. Salt water equipped. Room for 9 passengers. Hull is cedar planked, brass and copper fastened, mahogany finished. Equipped with 15 H.P. Universal Flexifour Motor with electric starter. Makes 15 miles per hour. \$1275.00 F.O.B. Eau Claire.

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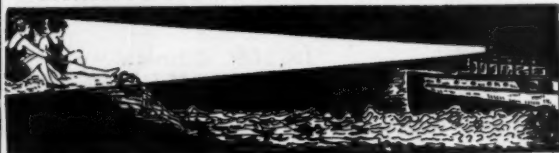
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261 E. Clifton Avenue

CINCINNATI

OHIO

Up and Down Glen Canyon

(Continued from page 136)

root, showed very little evidence of destructive erosion.

In a stream of considerably greater volume than any we had followed above we banged along merrily for nearly a mile without encountering any obstructions formidable enough to make us get out of the boat. Then, in slackening water, we floated down to a large mass of driftwood which filled the channel from bank to bank. The core of it appeared to be formed by an old beaver dam against which the drift of subsequent overflows had piled.

With no chance to get the boat out for a portage, the best alternative seemed to be the only partially clogged chute where most of the stream shot under the end of the pile against the left bank. As Higley cut away the obstructing brush and log-ends, Priest, braced against a tree on the bank, paid out the painter and let the boat down foot by foot as the way was cleared.

Astride of a log at the lower end of the chute, I waited to ease the boat on through or to salvage wreckage in the event of an upset. It was an awkward hole to work in and we were fortunate in getting past it with nothing worse than the few buckets of water shipped when the skiff fouled a log at the end of her run.

(To be continued)

Rambles in Florida Waters

(Continued from page 30)

The galley is big enough to let us cook what we want in the quantity we want it. Steaks and chops are no strangers to our table and, on Sundays, our chicken pies are perfect.

Four men in a boat! Ha! I'll say so. And, we stay there on cruise, too. No sneaking up to a hotel to get a good night's rest now and then. We bring hotel men aboard every once in a while to show them what real beds are like.

Now that you know about the greatest boat in the world, let's talk about the trip.

We ran past the Palm Beach Yacht Club dock and felt sorry for the other fellows whose boats were tied up and showed no sign of going anywhere. We cut over into the channel and waved to the folks on Amphitrite—the floating hotel built onto the hull of the old U. S. monitor of the same name. I've heard of beating swords into plowshares but this is the first time I ever heard of changing war ships into hotels. Pretty good idea. The next Peace Conference should be notified.

Now we headed north. The Palm Trees leaned out over the water from Lake Trail and the shoreline, sky and water, presented a perfect picture. Mullet leaped and cleared their gills as we purred along and here and there a gurgling swirl showed where some larger fish was loafing.

The new steamship docks opposite the Inlet have changed the looks of the harbor entrance for it was only a year ago that the largest boats along this stretch of shore were the sea skiffs of the fishing fleet. We passed them farther on and then blew for the draw in the new bridge leading over to Palm Beach Ocean. As this closed behind us, we felt that we were really on our way.

We found bottom just after we passed the bridge but we slid off all right and swished along past Munyon's Island and on to the haulover where we entered the canal, paid our toll, and got ready to enjoy the very beautiful run to Jupiter through the winding canal.

This is a particularly interesting section of the Inland Waterway. Twists and turns add to the interest, and palms, pines, and liveoaks grow along the banks while an almost unbroken growth of mangroves push their spindling roots over the edge of the bank into the bottom of the canal. The stillness was broken only by the swish of the Matthews, except for the skittering through the jungle growth of some small creature that we disturbed. Occasionally, we passed a cleared spot where a growth of fine palms and green grass, furnishes the setting for the home of some nature-lover who comes to Florida to enjoy the climate rather than the social life of some of the larger resorts.

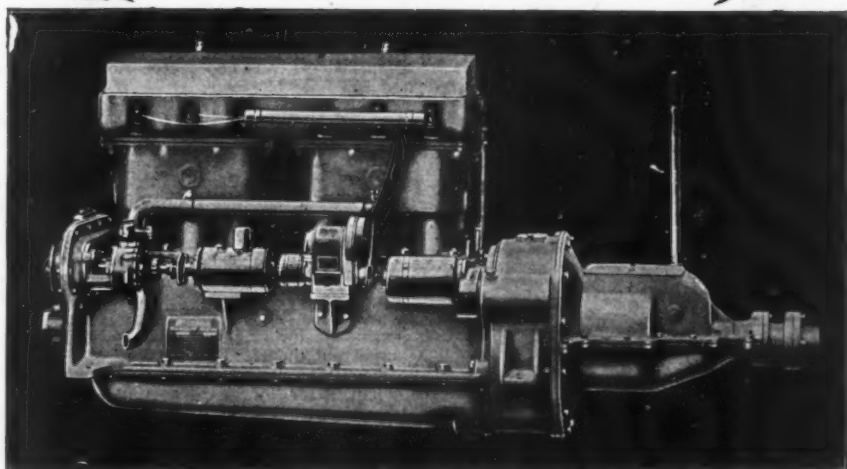
Jupiter Lighthouse, rising above the palms just ahead, indicated the end of the canal and the nearness of the Jupiter River. After passing the rickety old bridge which leads from the Dixie Highway down to Jupiter Beach, we made a few more sharp turns and the broad expanse which marks the confluence of the Jupiter and Loxahatchee Rivers lay before us. This is such a very beautiful and interesting spot that we decided to anchor.

Just a few hundred feet east of our anchorage, the new bridge to form an important link in the new Ocean Boulevard, was rapidly nearing completion. The sudden appearance of this

(Continued on page 140)

The De Luxe BRENNAN

Excels for
Fast Runabouts
and
Cruisers



BRENNAN DE LUXE MODEL

Six cylinders: Bore, 4 $\frac{1}{2}$ " Stroke, 5 $\frac{1}{2}$ "
High Speed for Fast Runabouts—100 H.P., 800 to 2000 R.P.M.
Weight, 1050 lbs.
Medium Duty for Cruisers—65 H.P., 600 to 1200 R.P.M.
Weight, 1250 lbs.

NOTHING emphasizes more clearly the difference between ordinary marine engines and the De Luxe BRENNAN as the thrill of superior performance you feel the first time you drive a boat powered with this vastly better marine power plant.

The De Luxe BRENNAN is made in two types, high speed, 100 H.P. for runabouts and express cruisers, and in medium duty, 65 H.P. for heavy cruisers. It embodies many distinctive features, including overhead valves and removable cylinder head in continuous casting. Its small bore assures the greatest fuel economy and efficiency far above the average. A reverse gear of special design and giving a full 100% speed in reverse is standard equipment. All-in-all the De Luxe BRENNAN is a motor that will give you many years of continuous service and matchless satisfaction.

Immediate Delivery on Motors from 15 H.P. to 250 H.P. Four and Six Cylinders for Every Type of Boat Up to 75 Feet in Length

STANDARD MODELS

N-4 Four cylinders, 15-25 H.P. Bore, 4" Stroke, 5"
E-4 Four cylinders, 35-50 H.P. Bore, 4 $\frac{1}{2}$ " Stroke, 5"
D-6 Six cylinders, 50-75 H.P. Bore, 4 $\frac{1}{2}$ " Stroke, 5"

DE LUXE MODELS

60 Six cylinders, 60 H.P. Bore, 4" Stroke, 5 $\frac{1}{2}$ "
180 Six cylinders, 65-100 H.P. Bore, 4 $\frac{1}{2}$ " Stroke, 5 $\frac{1}{2}$ "
Gold Cup—Six cylinders Bore, 4 $\frac{1}{2}$ " Stroke, 6 $\frac{1}{2}$ "

All models are equipped with a full 100% Reverse Speed

Write today for catalog showing entire line.

BRENNAN MOTOR MANUFACTURING COMPANY
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Renew your engine with a set of new plugs

You want your engine to run and *keep on running*. No telling what might happen if it should go dead at the wrong time.

To insure continuous running, be sure of your spark plugs. *Equip with AC Long Life Plugs*. Motor Boating is heavy-duty work and these plugs are built to meet heavy-duty requirements.

Note these outstanding betterments.

Recessed Insulator:

Knife-edge ring attains sufficient heat to burn away oil deposits.

Large Center Electrode:

Extra durability due to extra large size and improved nature of alloy.

Baffle at Firing End:

Shields insulator and center electrode from full heat of explosion.

Large Side Electrode:

Especially designed to insure permanent width spark gap. Electrically welded to shell, giving perfect thermal contact.



These distinctive features are reinforced by the basic qualities of excellence which have made AC Plugs supreme on land, water and in the air.

Equip your engine for improved performance. Give yourself and family the benefit of this greater safeguard. Ask your dealer for AC Long Life Plugs.

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ENGLAND

Makers of AC Spark Plugs
AC Speedometers
AC Air Cleaners
AC Oil Filters

AC-TITAN
Lavallois-Perret
FRANCE

Rambles in Florida Waters

(Continued from page 138)

bridge will surprise many of the yachting skippers on their next trip to these waters.

To the north was the beautiful shoreline along the Government Reservation with the lighthouse and radio station. Ed recalled that this lighthouse played a rather conspicuous part during the Civil War in lending aid to blockade runners who operated between Jupiter, the Bahamas and the West Indies. Jupiter Inlet was then open to vessels of considerable draft and, through a system of secret signals, messages were flashed to the runners concerning the safety or danger of entering. What if the radio station had been operating then!

Eastward, Jupiter Inlet carried the river waters to the sea and marked their mingling with long lines of lazy breakers. Florida's typically blue sky with its puffs of white clouds lent color and, along the southern shore, stretched the beautiful estate of the late Wm. H. Sperry. After we had feasted our eyes upon the beauty of the location, we took the canoe and paddled ashore to explore a bit of jungle and visit one of the large shell mounds in this vicinity.

This is a jungle which enjoys all its pristine tangle. Except for a primitive road which winds through it to make its wonders accessible, it has been left undisturbed. Jungle creepers climb the tallest trees and wrap themselves so firmly that their great leaves in variegated colors completely hide the trunks. Spanish moss waves its beards from lofty, spreading, liveoaks. Wherever lodging space is found, high or low, air plants cling to palm and oak and add to the riot of color with their brilliant red spikes of blossoms.

The liveoaks, which have grown here for centuries, have flung far their giant limbs. Decaying vegetation has covered the tops of these limbs with humus and here, ferns grow in rank profusion. Along these limbs, through the ferns, paths will invariably be found indicating the favorite runs of numerous raccoons. From the hollow in one of these trees where a decayed limb had broken off, a mother poked her friendly little face and a little fellow climbed up beside her. They were as curious as kittens and just as unafraid.

Farther on, we came to the shell mound and climbed to its top. Here indeed, was evidence of a plenteous people long since gone. What secrets did it hold? What, of human bones and human handiwork, lay buried within it? When and by whom was it put there?

One thing is certain, if these mounds were put along the Indian River by an early people, Florida must have had a tremendous population or else the people were prodigious eaters of oysters. Centuries have certainly shrunk these mounds but they are imposing piles now. This one is probably fifty feet high and a hundred and forty feet in diameter. The formation of the shoreline indicates that the shells under the water at this point are a continuation of this mound.

Contemplation of such a work engenders speculation and we wondered whether it was possible that Asiatics had lived in Florida even before the Caribs and the Seminoles. It is pretty definitely established that a race called the Asies were here at an early time. Where the name came from, I don't know but, year after year, scientists find additional evidence to support the theory of the early occupation of America by Asiatics.

In conversation concerning this theory with Dr. Hsu, the Roosevelt of China, I found that he could translate from the Chinese the Indian names of nearly all the stations on the route across our continent. Here in Florida, the name of our largest lake is generally supposed to have been taken from the Seminole—Okeechobee, meaning big lake. How about applying the Japanese language to it? Okee (oki), big; cho, district of; bee (bi), lake.

However, it's time to get back aboard and get something to eat. Charlie told us to put the potatoes on and he'd catch bluefish while they were cooking. We were rather skeptical about his success because of so much dredging and construction activity in the immediate vicinity but, Jupiter waters ran true to form and within ten minutes, his skillful casting had brought two fine blues aboard—about two pounds each—and we had our first fresh-fish dinner of the cruise.

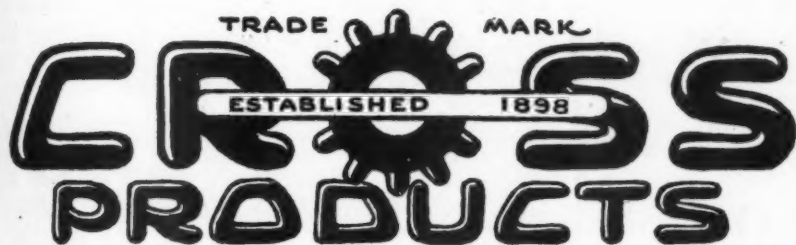
(To be continued)

Next Installment: Jupiter Inlet to Indian River Inlet
With Some Exciting Fishing Along the Way.

Shallow Draft Cruise

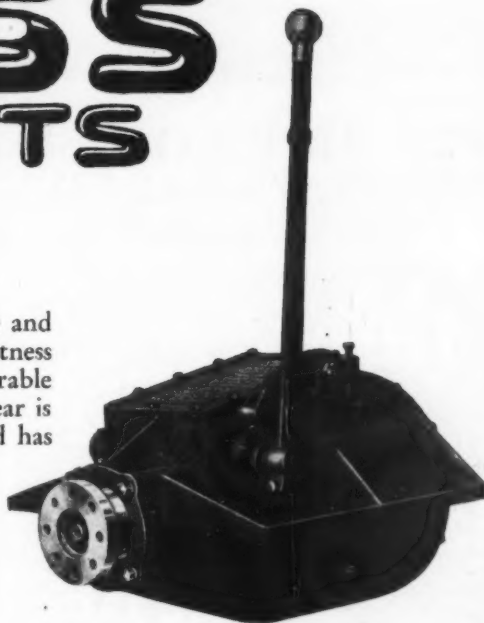
The Cummins Engine Company have had marked success with a shallow draft vessel which they have built from one of MoToR Boating's designs for the cruiser Sand Piper, designed by William Atkin, and published some years ago. They have modified the design to accommodate one of their 25 h.p. oil engines, and have had much enjoyment and profitable use from the boat. They are prepared to supply information on the construction of this boat.

More Power to Your Boat with



CROSS BALL BEARING REVERSE GEAR

MAXIMUM power to the propeller, longer life and an absolute neutral together with compactness makes the Cross Ball Bearing Reverse Gear very desirable where a highly efficient and space saving reverse gear is wanted. It is enclosed in an oil-tight housing and has a clutch like velvet. All parts are interchangeable and easily accessible. With the Cross Reverse Gear there is a total absence of propeller drag. Made in four sizes for all H.P.s.



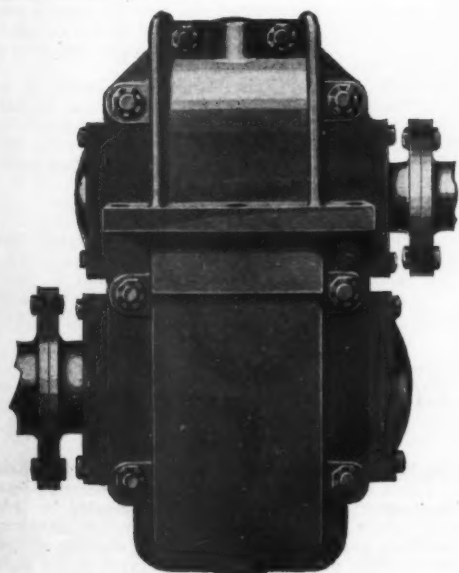
CROSS REDUCTION GEAR

Gives 25% to
40% More Speed

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FOR adapting the high speed type of engine to medium speed and heavy duty work you will find the Cross Combination Reverse and Reduction Gear extremely suitable, in that it supplies in one housing a reverse gear and reduction gear which can be adapted to any standard S.A.E. bell housing. Very easy to mount and takes up but very little more room than an ordinary reverse gear. Write for full details.



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Pictures can give you only a general idea of this wonderful new International model. Quantity production, efficient manufacturing methods and the last word in modern equipment, have made it possible to produce a boat consistent with International ideals of quality at a lower price than often asked for inferior boats.

The "International 32" is equipped with 6-cylinder Continental Van Blerck Motor. Immediate delivery from stock. We invite you to ride in the New International—confident that you will acclaim it the best buy you have ever known.

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Phone Ridgewood 1933

Demonstrations can be arranged for



Craig Trophy Goes to Riverside Yacht Club

(Continued from page 32)

plained by a strong southerly set to the current which affected the Ranger as it did us. This southerly set is not mentioned in any of the current tables and was probably peculiar to the particular tide encountered at that time.

At 3:20 A. M. we changed our course to NWxW making for the Lightship. By this time the current had turned westerly and the sea had moderated making the steering much easier. At 3:54 A. M. Fire Island Lightship was passed close aboard and a new course of WNW½W was set for Rockaway Gas Buoy No. 4 thirty-five miles away. A northerly breeze still held which finally drove away the clouds so that the stars were now visible.

At 4:30 A. M. a faint glow in the East forecast the coming of daylight. An hour and a quarter later the sun rose in a gray sky presaging a clear day. At 6:30 A. M. we picked up the Whistler buoys to the Southwest of Jones Inlet and knew that we were on our course. We enjoyed a sketchy breakfast of coffee and rolls as we coasted along the Rockaways. The fishing fleet was coming out of Rockaway Inlet like a great swarm of birds. At 7:42 A. M. we rounded Rockaway Gas Buoy No. 4 and set a curving course for the Committee Boat, which lay near the black bell buoy to the West of Rockaway Point.

The flood tide was at full strength and was ripping over the shoals in great style. We were careful to note the Whistler buoy formerly off these shoals was no longer in place and adjusted our course to the Committee Boat accordingly. At 8:01 A. M. we passed the Committee Boat at the finish line having completed the two hundred mile run in one minute more than twenty-two hours, giving us an average speed of 9.09 knots. Considering the distance covered it had been a remarkably smooth and enjoyable run and we were sorry that it was over.

On coming to anchor off the Sheepshead Bay Yacht Club we saw the crew of Ranger enjoying their breakfast in the cockpit and learned that they had finished only one hour and twenty-two minutes ahead of us, giving us first place on corrected time by a comfortable margin. We did not see Idler III and upon inquiry learned that she had not been heard from. The pleasure in the realization that Sea Dream III had won first place was tempered to considerable extent by anxiety as to the fate of Idler III. Later that evening at the royal entertainment given us by the Sheepshead Bay Yacht Club, we learned that Idler III had unfortunately burned out a bearing just after passing through Plum Gut. Everyone particularly regretted this accident because Idler III had been going great guns down the Sound having the benefit of the full strength of the ebb tide and gave every indication of making a record run.

Mr. Baker in his 34 foot Cruisette made a splendid run for such a small boat and won the time prize. It is hoped that next year more owners will see fit to show their sporting proclivities by entering this race which, although it necessitates some navigating ability, is not however, too difficult for the average yachtsman.

The summary follows:

Boat	Rating	Allow- ance	Elapsed Time	Corrected Time	Posi- tion
Idler III	49.90	Allows	Did not	finish	..
Ranger	41.34	3:22:36	20:51.00	17:28.24	2
Sea Dream III	34.01	7:36.30	22:01.00	14:24.30	1

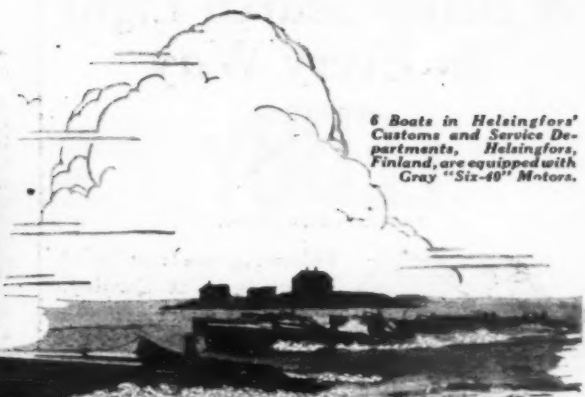
Charles T. Fisher's Saramar II

(Continued from page 17)

by a 10 k.w. Winton generator set in conjunction with Exide batteries. There is also a 4 k.w. Universal generating set as standby equipment. The water supply is handled by Delco fresh and salt water pressure sets, and all auxiliary machinery, such as the bilge pumps, sump pumps, and starting air compressors are electric motor driven, and located in the engine room. Fuel tanks for 2,200 gallons are provided, and control of the fuel is watched through Pneumercator gauges. Refrigeration is provided by a large Frigidaire unit built for the boat by the General Motors Company, while a special Protane bottle gas range built by Elisha Webb & Son Company, is provided in the galley for cooking service. Deck machinery for handling the windlass and boat hoists is all electric motor driven and was supplied by the American Engineering Company.

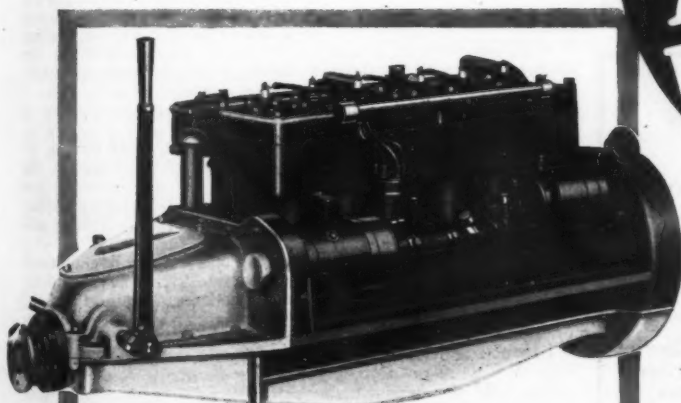
The construction of the hull is heavy and substantial, the planking being rift sawn Douglas fir, 1¾ inches thick, on oak frames. The decks, deck house, rails and trim are all of teak, and the entire construction is very rugged.

**Packed
with
POWER**
That Leaps as
the Throttle
Opens



6 Boats in Helsingfors' Customs and Service Departments, Helsingfors, Finland, are equipped with Gray "Six-40" Motors.

**Amazingly
FREE from
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GRAY "SIX-40" only \$595 with Aluminum Base
Only \$575 with Iron Base
One of the three famous Gray "Six" Motors, which Gray builds in addition to four powerful "Fours."

Here is Outstanding Performance. The same principles which have eliminated vibration and increased power and improved the performance in the motors of America's great cars, produce like results for you in the new Gray "Six-40."

Here, too, is **Outstanding Value.** The Automotive Industry's enormous purchasing power, vast production and giant high-speed machines of utmost precision permit economies never before known in the Marine Engine field.

This Gray "Six-40" at the unmatched price of \$595, and the Gray Model Z 4-cylinder Motor at a price of \$395 are striking proofs of the greater values Gray gives.

Gray makes motors for all marine requirements from 5 to 90 h. p. 11 models including Singles, Twos, four Powerful Fours and three Winning Sixes.

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10"	12 v.	450,000
14"	32 v.	710,000

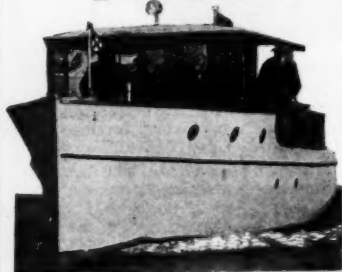
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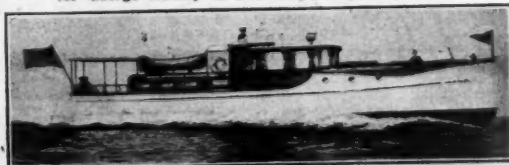
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Designers and engineers for the A-C-F 25 ft. runabout, 35 ft., 41 ft., and 62 ft. cruisers, and also designers of the "Wanamaker 38" besides many large power and sail yachts.

Boating in the Desert

(Continued from page 40)

will back up the Colorado's water for about 80 miles. Think what territory that is going to open up for the sportsman and his boat."

Some idea of the size of the proposed lake can be gained from the fact that the largest reservoir in existence at the present time—the Assuan dam reservoir, in Egypt, has a storage capacity of 3,500,000 acre feet, whereas the Boulder Canyon lake will have a capacity of 31,000,000 acre feet of water. In a semi-desert region what a feeding place for water fowl!

"Now that we are well below the prospective dam site I suggest we return to the starting point so that you men can climb some of the steep cliffs and get a bird's-eye view of this great basin," said Gossett at length. The return against the swift rush of the chocolate water taxed the little motor to the utmost. Many times rounding a boulder we would come almost to a standstill, even though the engine was barking and spitting its last ounce of red hot power. Skilful maneuvering and unflinching mechanical performance finally brought us back to port with a new appreciation of the grandeur of rugged nature.

While this is the greatest project of its kind that the world has ever seen it is not essentially different from several others that have been put through to successful completion in the Southwest. One of the chief appeals of the Southwest for the sportsman is its artificial lakes and reservoirs. And the Boulder Canyon reservoir will be the biggest one of all.

Just what big bodies of water are going to mean to users of motor boats, outboard motors, canoes, fishing tackle, and the like can be gained from a visit to one of the San Diego artificial lakes. The city of San Diego, with splendid foresight has created half a dozen beautiful, hill-bounded reservoirs in the mountains lying from fifty to a hundred miles east of that seaport. These are fed by streams, springs and rains and afford an unfailing supply of fresh water for domestic and irrigation purposes.

In the few years that these reservoirs, or lakes, have been in existence they have become exceedingly popular with lovers of the outdoors. To visit one of these beauty spots during the bass season, for example, reminds one of the fishing grounds in Wisconsin or New England lakes. The vegetation is different, however, and the campers scattered along the shores show a disregard for shelter which is quite astonishing until one recalls that there is no danger of rain.

A delightful ride of about six hours brought us to one of these reservoirs, Marina Lake, by name, and gave us an opportunity to see for ourselves what can be done by way of creating aquatic recreation in the desert. Arriving at the camp ground late in the evening we set up our cots and turned in without ceremony, dog-tired and perfectly willing to wait until daylight before inspecting our new fishing and motor-boating grounds.

I felt that I had not been asleep more than five minutes before Robbie Robinson, one of my side kicks, began pulling at my bunk and turned me out half asleep. "Up and at 'em" he called out. "Sun will soon be up and we have got to get out on that pond."

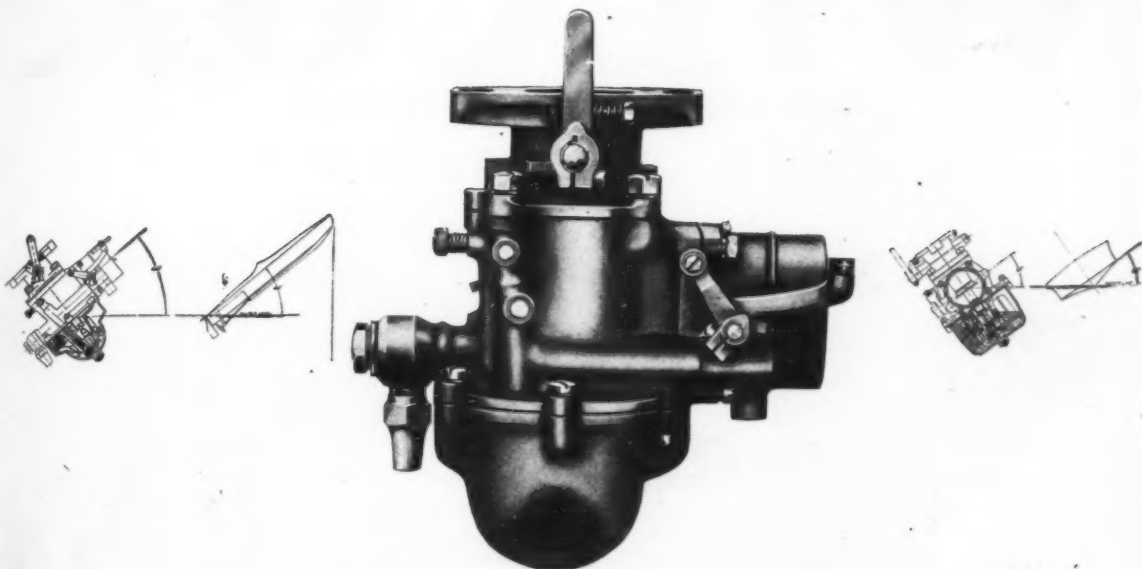
I turned and looked in the direction in which he was pointing. We were on a steep hillside, with many tents scattered about. At the foot of the slope lay a beautiful blue lake half a mile wide and winding back into the hills for several miles. Live oaks lent a soft green touch to a shore line otherwise rugged with huge granite boulders. At the foot of the path leading past the camp was a boat landing where several fishermen already were preparing to put out to see what they could catch.

Preparing one's toilet on such an occasion is no ceremony at all and breakfast was out of the question, unless one calls an inch thick slice of rye bread, with butter, a breakfast. We lost no time in getting our Evinrude off the running board of the car and starting down the path, pausing just long enough to acquire a fishing license from the keeper's lodge. (The city of San Diego maintains a custodian on the shore of the lake to make sure that the public complies with strict sanitary regulations. The keeper also is authorized to issue state fishing licenses and collect a nominal fee—50¢ per day—for fishing on the lake.)

Robbie led the way, followed by his father, Bill Krouse and myself. Robbie was designated fishing master and the results of his resourceful diagnosis of the mind of a sea bass were really splendid. Twelve unwary bass were landed in the course of the morning, together with a fine croppie and a string of assorted sun fish. This total was possible because of our powered boat which enabled us to change our base of operations every time the fishing master made a new diag-

(Continued on page 148)

ZENITH



The New ZENITH Marine Carburetor

The power boat owner is an enthusiast! He thrills to the instant response of his engine, its quick get-away, its ability to deliver every ounce of power when needed, its flexibility in maneuver.

Improved carburetion is essential to bring out all the satisfaction and contentment put into the modern marine engines by their designers.

A Marine Carburetor for Marine Engines

The new Zenith Marine Carburetor is the modern marine carburetor because it is especially designed and built to meet the exact and exacting requirements of the power boat engine. Pitching, tossing, quick turns, etc., have no effect on its efficient functioning. The boat can tip 50 degrees fore or aft, or 40 degrees sideways without its operation being in any way disturbed.

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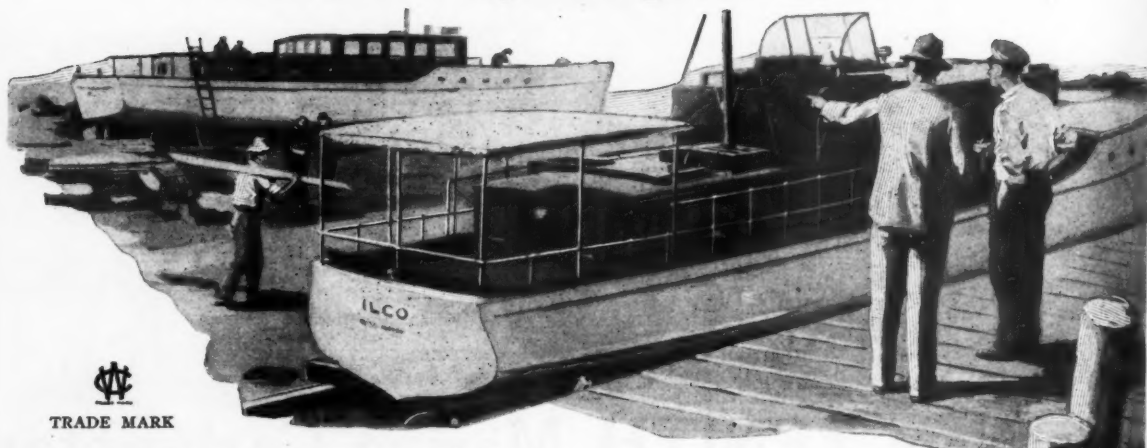
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**Dependable Marine Hardware
Profit by Experience**



Remember last spring when you wanted your boat overboard, and all you could get from the boat yard were promises and then more promises, only to find them constantly broken. Your first cruise was planned, postponed, a new date set; and again postponed. All because your boat was not overboard and in commission when you wanted it.

You probably blamed the boat yard. Was that fair?

Some Boat Owners were not disappointed! They gave the Boat Builder a chance. When they were pulled out in the fall they ordered, just as you can now order, worn out and defective parts and fittings to be replaced, right away, with Wilcox Dependable Sea Seasoned Fittings. Stuffing Boxes, Stern Bearings, Pumps, Deck Plates, new Steering Wheel, Reverse or Spark and Throttle Controls. All these repairs, and many others can and should be done in the fall overhauling. The Anchor equipment inspected. Perhaps a new Navy Windlass is wanted; the chain to be regalanized by the Wilcox Genuine Hot Dipped Galvanizing Process.

Fall overhauling isn't a new idea. Many old timers have done it for years, with the result that their boats are overboard and **ready when they want them.**

Order your fall overhauling done now. Then in the spring only a little cleaning, caulking, and some painting—and—**You're Overboard on Time!**



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Most appropriate for
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brance to the host of your delightful
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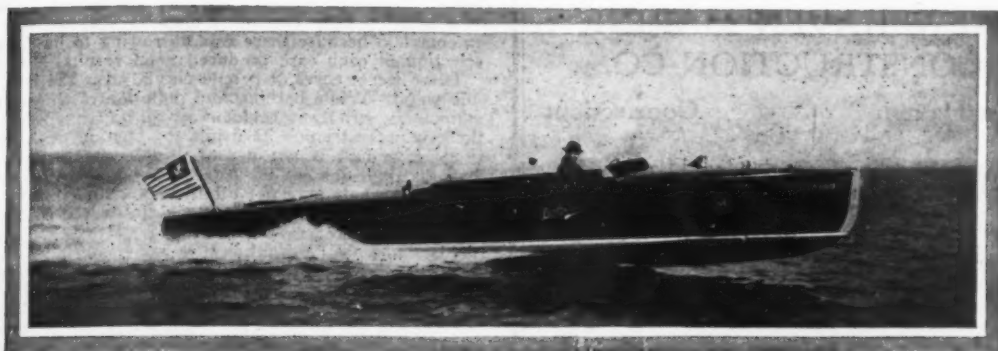
"Sea Craft Suggestions and Supplies" is a valuable and convenient book for all Boat Owners. It will help you make a proper decision on your fall repair proposition, and will also prove interesting reading during the winter months when sitting beside your fireplace, fitted out with Anchor Andirons, you plan your next spring's cruise, which you know will start on time. "Sea Craft Suggestions and Supplies" is sent on receipt of 50c.



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Every time a Hackercraft appears, people stop and stare. Shore-viewers follow it out of sight. Fisher folk take their eyes from their lines. Bathers gaze and admire. It is king of the waters. Friends often call hoping to be invited for a cruise.

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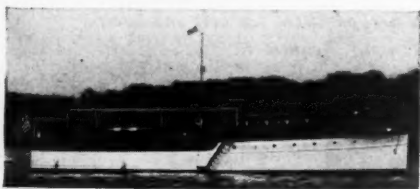
Another model recently added to our building program is a staunchly constructed family boat with outboard motor power.



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Immediate Delivery AssuredBuilt by **Rice Brothers Corporation**
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Marpessa, 77' long, 15' beam, two 6-cylinder 6 1/2" x 8 1/2", 75-100 horsepower, 20th Century Motors, designed and built by us, owned by Mr. H. D. Whiton, New York.

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WE will design and build you a yacht, completely furnished and equipped, including power, at prices that cannot be equalled when construction and finish are concerned. Our thirty years' experience in designing and building yachts assure you a boat that will give genuine satisfaction.

Let us submit plans and prices to you.

NEW YORK YACHT, LAUNCH & ENGINE CO.
 MORRIS HEIGHTS NEW YORK CITY

Boating in the Desert

(Continued from page 144)

nosis. For some reason each time we moved he selected a new location fully two miles distant. But we had no need to complain because there was no rowing to be done and the selection in each case produced good results.

There were scores of people on and near the lake enjoying the water. While bathing and pollution of the water in any manner is strictly forbidden on all of these desert lakes, there is no restriction on fishing or boating, with one exception. Live bait is not permitted unless it is some form of bait that will quickly die in fresh water. The reason for this is that live bait may get off the hook and live in the lake, propagating its kind and so stock the water with fish other than the approved species.

Inasmuch as the Southwest is being considered a vacation land by increasing thousands each year, with resorts and clubs springing up everywhere, the wonderful possibilities of recreation on desert lakes are hardly realized yet. The present use of these bodies of water is but a foretaste of the development in the future. In many instances the recreational aspects of reclamation are more closely related to the commercial and agricultural interests than those chiefly concerned realize.

There is a thriving ten-year-old town in the heart of the Mojave Desert 100 miles from Los Angeles, called Adelanto, which illustrates this fact. Its energetic Chamber of Commerce had been striving earnestly and with considerable success to get people to visit its orchards, poultry farms, vineyards, cold storage plant, and other places of interest. But for some reason no one ever thought of capitalizing the recreational possibilities of Adelanto Lake—a picturesque body of water fed by springs that once lost their output in desert sands. A few boys from near by ranches had caught bass in this lake—the multiplied product of some forgotten settler's foresightedness—but no one ever pays any attention to what small boys do. However one day a city-bred man came by and discovered these brothers of Rebecca at the well, as he described the boy fishermen and thereby hangs the story of Adelanto's new claim to distinction.

To abbreviate a long story the possibilities of boating and bass fishing on Adelanto lake appealed tremendously to the city-raised seekers for novel recreation. So many requests came in for permission to fish bass on this desert-surrounded body of water that permits had to be sharply restricted. Finally along came the ubiquitous country-club devotee and forthwith a golf course verdured forth on the banks of the lake. Simultaneously this club acquired exclusive right to fish in the lake, which has proven a bigger factor in bringing people to Adelanto than the chamber of commerce had ever dreamed.

No one can forecast the full development of desert water as places of recreation but it is certain that the future holds wonderful possibilities along these lines. Reclamation projects which will bring water to 18,000,000 acres of land are now under way, or practically certain of adoption, according to government officials. These future gardens of Eden with their rivers and lakes are scattered over the entire southwest and will add immeasurably to the outdoor life of that region.

Chris-Craft Choose Duplex Oil

As a result of careful tests made by Chris Smith & Son to determine which is the most lubricant for their boats, they have selected Duplex Oil made by the Enterprise Oil Company of Buffalo as being most suitable. They state that with this oil they obtain maximum power and sustained speed, as the oil stands up under heavy service and certainly lengthens the life of the engine. This oil will be recommended to all Chris-Craft owners, and a gallon can will be included with each boat when delivered to the owner.

Coast and Geodetic Survey Issues New Poster

The U. S. Coast and Geodetic Survey, Department of Commerce, has recently begun another poster campaign to invite the attention of maritime interests to its charts and other publications. The Survey is sending out an attractive poster to be displayed in post offices in coastal cities, Coast Survey sales agencies, yacht clubs and chambers of commerce. The poster is artistically done in three colors with a large sea gull picture in its center. The wording reads: "For safe navigation, use the latest U. S. Coast and Geodetic Survey charts, tide tables, coast pilots, and current tables."



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To meet a demand for fast, dependable commutation in all weathers, the "Phantom", designed by Messrs. Tams and King, New York, and built by Henry B. Nevins, Inc., City Island, under the supervision of the designers, for Mr. Patrick Grant II, Philadelphia, Pa., has satisfied every requirement for seaworthy high speed, and reliable performance under luxurious surroundings.

The "Phantom", 66 ft. long overall, 12 ft. 6 in. beam, 3 ft. 6 in. draft,

built of double-plank mahogany, is powered with two Wright Typhoon Marine Engines of 550 H. P. each.

This 1100 H. P. gives a turn of speed of about 40 miles per hour.

Wright Typhoon Marine Engines have been the inspiration for many of the newer and most efficient designs in express-runabouts and cruising house-boats.

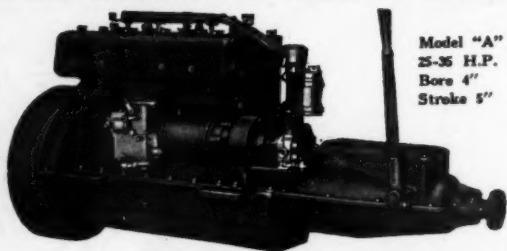
These boats are all owned by America's most representative sportsmen.

Send for Bulletin No. 10

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WRIGHT
Typhoon
A SUPERLATIVE MARINE
engine

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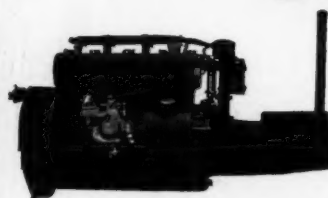
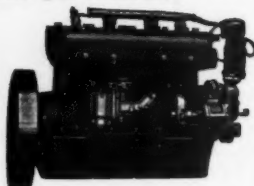


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Bore 4"
Stroke 5"

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Model "J" 16 H.P. Bore 3½",
Stroke 4". The lowest priced
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RICHARDSON "CRUISABOUT"

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Enjoy the intense pleasure of late summer and fall upon the water. Write now for complete description of this unusual boat, and name of nearest distributor.

RICHARDSON BOAT COMPANY, Inc.

374 Sweeney Street

No. Tonawanda, N. Y.

Gull, a 16-Foot Runabout

(Continued from page 45)

are to be ¾ inch diameter bronze bolts, passing through the keel and floors. Do not neglect to cut lumber holes in all frames and floors before fastening them in place. The chines can now be fitted, and it is assumed that all the work done thus far has been properly braced to make a rigid structure. The chines are of long leaf Georgia yellow pine, roughly 1¾ by 2 inches in size and in one length. These are to be rabbeted in the same manner as the keel, the rabbet being ¾ inches by 7/8 inches. Lay out the shape of the rabbet on each full size section, and get out the chines from these shapes. After the chines are fully shaped up, and the rabbets roughly cut, they can be set in place, by first notching out the frames to receive them. The chines are to be fastened to the frames by two long brass screws at each frame, one screw going into each member of the frame. That is, one into the side frame, and one into the bottom frame. Next in order will be the fitting of the clamps which are also to be of yellow pine, ¾ by 1¾ inches in size. The frames should also be notched out to receive these, and they are to be fitted so that the top of the clamps fits right up to the underside of the deck. The clamps are to be fastened to the frames, with a long brass screw into each frame.

Before the seam battens are fitted, the extra half frames in the way of the engine at stations 2½ and 3½, should be placed. These are only bottom frames, and it is not difficult to determine their shape, as these pieces are absolutely straight. Lay straight pieces 5/8 inches by 3 inches wide, so that they just come flush with the inside of the rabbet lines at the chine and the keel. Also fit floors across these frames, fastening them permanently in place, as on the adjoining frames.

Seam battens will consist of twelve strips of spruce, 7/16 by 1½ inches, and in one length from the stem to the transom. In order to determine the proper spacing of the battens, divide each frame from the rabbet at the chine to the deck, into four parts, and similarly from the rabbet at the chine to the rabbet at the keel in four parts. These points will then be the center line intersection of the batten, and a notch of the same size should be cut into each frame at each intersection. The battens can now be fitted in these several notches, fastening them to the frames with number 8 brass screws. The cheek pieces on the transom should be similarly notched out, in order to receive the ends of the battens.

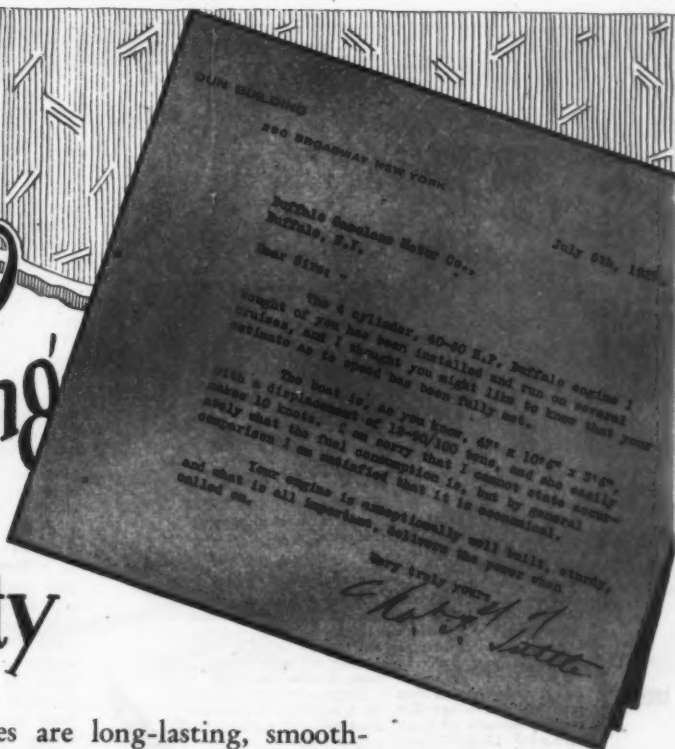
After the battens have all been set and secured, the boat is ready for the planking, although it is sometimes well to set the motor stringers before the planking is applied. If the engine which is to be used is the same as that called for on the drawings, that is a Universal Flexifour, the dimensions for these stringers can be taken directly from the construction plan. If another engine is to be used, the dimensions for the stringers must be worked out to suit the new conditions. The stringers are arranged to run from frame number 2 to the transom, and are to be 1½ inch yellow pine, set on top of the floors, and fastened to the same, with ¾ inch bronze bolts, or ¾ inch bronze rod, threaded to take nuts. All bolts on the under side are to be let in flush with the floors, so as to clear the planking. Short pieces of angle iron are to be fitted on the inboard corners of the stringers in the way of the engine bed bolts, in order to take them, and distribute the load.

The planking for this little job is to be of white cedar, and to finish ¾ inches in thickness. If a bright finish is wanted, mahogany can be used in the same way. The shapes of each plank must be soiled from the hull, fitting the garboard strakes first. This strake will probably give the most trouble, especially to secure a proper fit at the stem. Naturally, they will all be arranged so that the seams of the planks come on the center line of the battens. The actual method of spiling a plank can be learned from various books which have been published from time to time. All planks are to be fastened with number 8 brass screws along the keel, chine, and battens, the fastenings being about 3 inches apart. It is most desirable to put the planks on in one piece, but if it is necessary to piece them, the butt should be arranged to come between two frames, so that a long butt block can be fitted on the inside. The sheer strake will probably have to be shaped out with a plane, on account of the flare in the hull forward. The caulking should be nothing more than a light thread of cotton, forced gently into the seam, but not so hard as to have a tendency to force the batten away from the plank. The planking should now be planed smooth and fair, which is quite a task. It is first planed in a diagonal direction, and then in a fore and aft direction, and after this planing job is finished, to the complete satisfaction of the owner, the planking should be sandpapered, beginning with coarse sand paper, and finally finishing with fine sandpaper. All the seams and fastening holes are to be filled with white lead putty, after which the priming

(Continued on page 154)

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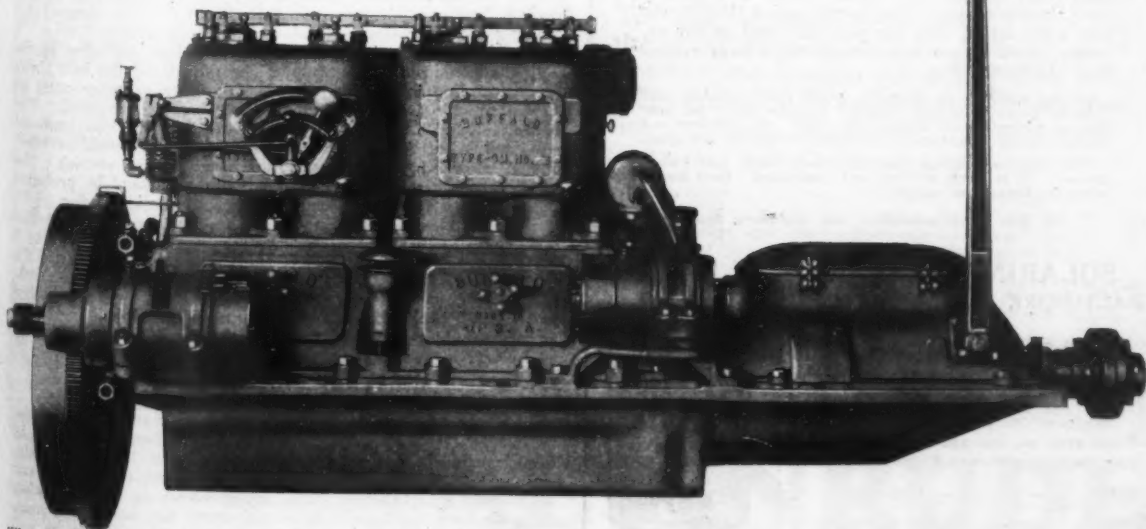


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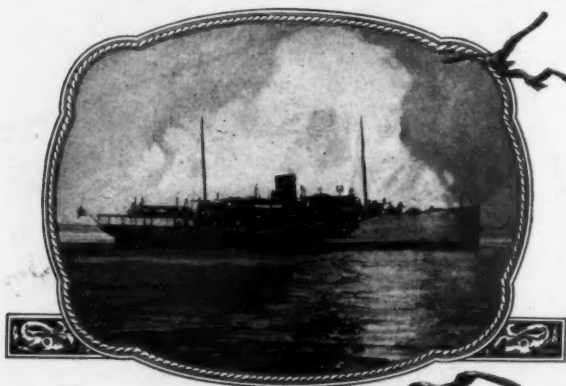
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Gull, a 16-Foot Runabout

(Continued from page 152)

coat of paint should be applied. At this stage, leave the job of planking as it stands, with just the priming coat of paint, without attempting to put the final coats on, as in all probability, it will be pretty well smeared up in the finishing operations on the rest of the hull.

With the stringers and the angle irons in their proper places, the engine can be installed and, of course, such accessories as the shaft log, should be fitted at the same time. These several parts should be carefully aligned with the engine.

For closing in, or decking over the boat, it will be necessary to get out a number of deck beams of spruce, which will be $\frac{5}{8}$ inches thick, and $1\frac{1}{2}$ inches moulded. These are to be sawn to the crown shown on the lines, all crowns to be the arc of a circle. To get the crown of the intermediate beams, fit the beams on the frames as given, and lay a batten on the top of these on the center line. From this batten, a height can be taken at each beam location, which will give the crown of that beam. Allowance should be made for the thickness of the decking in crowning the beams. Fit in also, the hatch beam and hatches at this time. The seam battens required for the decking are to be of the same size as the battens for the planking, and all of these are to be laid straight or parallel with the center line of the boat, with the exception of the plank sheer batten, which follows the shape of the side of the boat at a distance of 4 inches in from the sides. All this work is necessary if a bright deck is to be fitted. If the owner will be content with a canvas covered deck, all this work of fitting and cutting battens can be saved. Fastenings for the decking will be number 6 brass screws.

Before enclosing the after deck, it is advisable to install the rudder, which can be done in any convenient way. The rudder shown on the drawing is a stock article, and can be procured from the Columbian Bronze Corporation. The coamings on the forward bulkhead are the next items to be completed, the bulkhead to be of tongue and groove mahogany, $\frac{1}{2}$ inch thick, while the coamings are to be shaped as shown, which gives an arm rest for each of the seats. The ceiling in the cockpit is to be of mahogany strips, laid in a fore and aft direction, with a space between each strip. Before finishing up the interior of the cockpit, the steering gear leads should be fitted, as it will be much simpler at this stage of the work. The steering gear itself is to be of the automobile type, with spark and throttle control right on the wheel. The exhaust pipe should also be installed, and enclosed to conceal it. The gasoline tank is to be fitted under the after seat, with the fill pipe fitted directly to the seat. If a pressure system is to be used a cylindrical tank will be necessary. The actual construction of the seats is simple enough, as they require merely some supports and mahogany strips. Flooring is laid thwartships instead of fore and aft, as by this method, beams are eliminated, and sufficient support for the flooring provided by the engine stringers. The flooring at the forward end of the cockpit is laid at an angle, so as to give a more comfortable footrest for the helmsman. The reverse lever is to be carried through this portion about as shown. A hatch should also be fitted over the reverse gear, so that it may be adjusted without having to remove too much of the structure. All of the fittings called for or shown are stock articles, and can be secured at various marine hardware dealers, without difficulty. The sheaves for the steering gear should be 3 inches in diameter.

The finish of the boat can be more or less according to the individual choice of the owner. The outside of the hull above the water line is usually painted with three or more coats of a desired color, after a priming coat has been applied. The bottom should be protected with three coats of an approved non-fouling bottom paint, while all bright work should be filled, and given at least three good coats of good spar varnish. The interior of the hull which is to be painted, should be protected with two coats of good lead paint, of the desired color.

Readers of MoToR Boating who plan to construct this boat can secure larger blue print copies of the drawings to a scale of one inch to the foot at moderate cost. Write the Editor, MoToR Boating, 119 West 40th Street, New York, N. Y., for particulars. MoToR Boating has also published some excellent books on small boat design and building which amateur builders will find useful. A circular describing these books will be sent on request.

New Lightship at Barnegat

One of the most important new aids to navigation provided in many years on the Atlantic Coast, has been announced by the Department of Commerce. About August 15, a new Lightship was established on a new station, about eight miles east of Barnegat Lighthouse. This vessel shows an occulting white light showing eight seconds out of every ten, and has a steam chinewhistle, with a single blast every twenty seconds, as well as a submarine bell.

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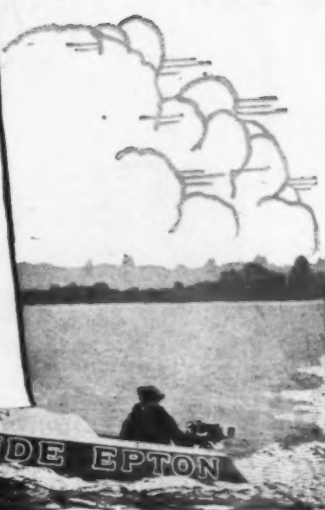
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H. G. GRAVES

NORFOLK, VIRGINIA

July 5, 1927

Won both races yesterday class C. First lap were ahead two hundred feet boat took nose dive very rough sea. Our boat was averaging twenty-nine miles an hour other big—and Evinrude competing. Also won four horsepower class by two hundred feet and competing.

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A Visible Signal

(Continued from page 48)

used by the lamps, at the same time a piece of soft iron is drawn to the pole pieces in the manner indicated in Fig. 2.

As soon as any lamp fails to burn, this armature drops by gravity and closes the circuit which lights the signal lamp. While it is possible to make one of these devices, yet the manufactured article, made expressly for this purpose can be bought so reasonably that it would not warrant it.

An equally efficient system is the one illustrated in Fig. 1. Instead of one signal lamp as in the first installation, two lamps are used as pilot lights, which keep burning so long as the running lights burn. These pilot lights as in the previous case should be placed so that the helmsman may see them at all times.

Since it is desirable to have as few lights as possible shining in the helmsman's eyes, the effect of these lights can be rendered practically null by dipping them in the red or the green dipping liquids manufactured for coloring electric lamps.

It will be noted that all lamps are in series and are 2-3 volts, 2 c.p., but that in one installation the battery is 6 volts, while in the other a battery of 12 volts is used.

J. E. M., Norwich, Conn.

A Running Light Indicator

IT becomes necessary at times to determine whether or not lights are going. This can be done only by looking at each light unless some sort of a contrivance such as this is used.

In the majority of cases the consumption of current will designate the burning of lights, but the next thing is to show, in some convenient place, this consumption of current.

The necessary materials are, an auxiliary lamp, wire, and space for installation.

If lights are in a parallel circuit, a single lamp in series would be placed on the instrument board or in some other convenient place, the auxiliary lamp (preferably low voltage to prevent dimming of other lights). This light should be run on one side, directly to generator (or battery on one side) and to the last light of the parallel circuit on the other side. The lamp may be of very low voltage, because the large light will consume all the current that is unnecessary for the small lamp.

Thus when the current passes through the lights the auxiliary lamp will go showing consumption of current which would not be consumed except through the burning of lights.

If your lights are in series the indicator will be about the same as in parallel, except for one thing; if one light does not go no lights will go.

In series the indicator functions on the same principals as in parallel. The small lamp is used and similar to the parallel circuit the large lamp consumes all current beyond the capacity of the small lamp.

R. T., Oakland, California.

Suggestions on Covering Decks

(Continued from page 50)

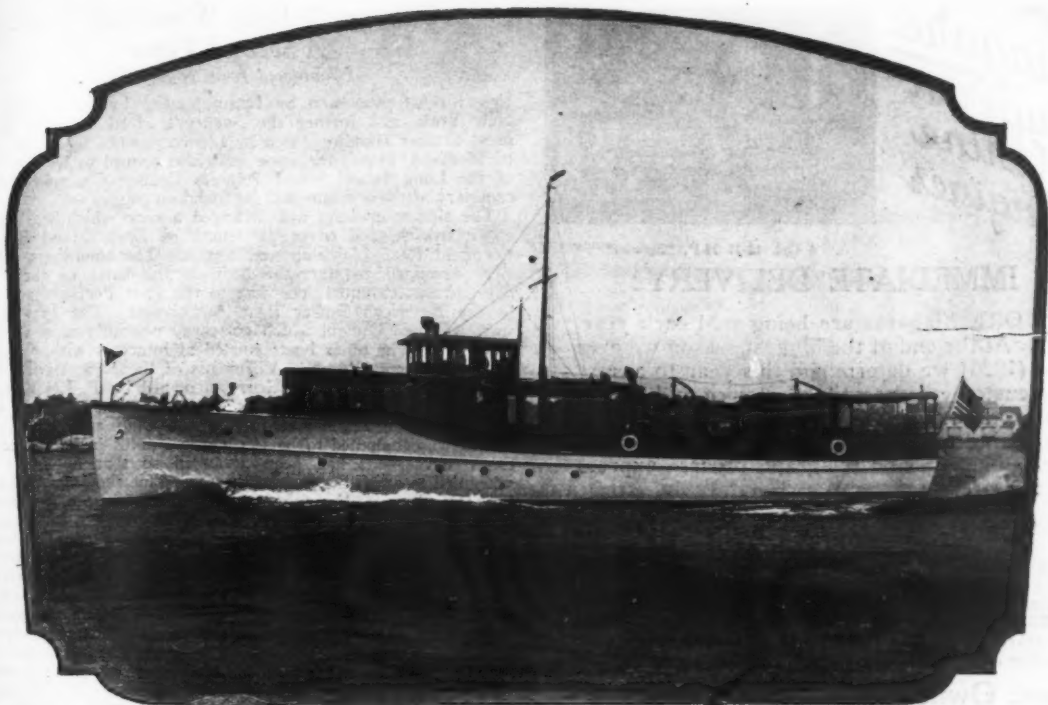
Deck fittings are also set in white lead. To aid in stretching the canvas, it is to be wet before it is put down and while still wet, the first thin coat of paint is to be applied. Smooth this coat down with a smooth flat board. Use paint sparingly on the finished decks to prevent cracking.

Canvas generally takes quite a lot of preparation to give it the smooth surface that is so often desired. It is for this reason that the substitute for canvas, battle-ship linoleum is suggested. This comes in durable surface and in many colors, and when laid in the usual manner for laying linoleum it will give a fine smooth surface. It will be very easy to apply as there is no muss with wet paint while working with it. The quarter round and half round moldings are used just as with canvas and these should be also bedded in white lead. There is an angle-shaped brass strip material that comes for holding the linoleum at the edges such as is used on the running board of automobiles and this can be used to advantage in some cases.

L. R. K., Phila., Pa.

An Expedition to the North

This summer, George Palmer Putnam is leading an expedition into the Arctic for a study of the Eskimo life and other conditions as they exist in this frozen land. The schooner Morrissey, which will be the home of the expedition while it is in the north, is well supplied with gasoline engines to help out with the arduous labor which is at times necessary. A Palmer PNR-2 engine is used as a stationary engine for hoisting gear and similar purposes, and a specially equipped launch and whale boat, both supplied with Palmer Little Husky engines. These boats will be called upon for strenuous duty, practically every day, through the icy waters, and in all kinds of weather.



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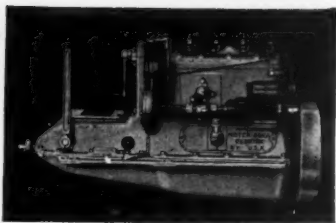


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Greenwich Folly Wins Gold Cup A Second Time

(Continued from page 108)

Free-for-All, was won by Lugin, owned by A. Smadbeck of New York, and further the Sachem's Head Yacht Club Express Cruiser Handicap, won by Llenroc, owned by H. M. Lewis of Medford, Mass., the same boat also proved to be the winner of the Long Island Sound Express Cruiser Championship. A summary of these events will be found on page —.

The slower cruisers had arranged a race which was to start at Greenwich, and cover the length of Long Island Sound to Cornfield Reef Lightship and return. The conditions for this were arranged to start the boat on the basis of their Time Allowances, computed according to the Past Performance Rules of the American Power Boat Association. The first boat to start was Sea Dream, which got away promptly at 6 P. M. on August 4. The other boats started at intervals with Kemah II, driven by Commodore E. A. Jimenis of the New York Athletic Club, starting at 6:32:35; Scaroon, owned by P. Leserman, Jr., of the Colonial Yacht Club at 6:46; and Mu-I, owned by D. Rigney of the Manhasset Bay Yacht Club at 7:22:25. The course was computed to be 115 nautical miles in length, and the times and speeds had been arranged so that all boats were scheduled to finish the race at the same time the following morning. On the run down the Sound and back again, the weather for the most part was excellent, and the problem of navigation was reduced to the simplest detail of following a compass course. The procession of passenger steamers which make this run nightly on their way to and from New York, overtook the boats in the race in the early hours of the morning, and the pilots of these were apparently surprised at finding the numerous lights of the small boats on their course. They carefully operated their searchlights to pick out these boats one after the other, and assured themselves that the boats were properly underway. In fact, some of them went so far as to sheer off their courses, so as to pass around one or two of the smaller boats. This courtesy on the part of the pilots of these big steamers is appreciated by the contestants in this race. At this time, it is not possible to make an announcement as to the winner, due to the fact that there were some protests which the committee had to consider, and which have not yet been determined. The order of finish of the boats, places Sea Dream III in the first position, and Kemah II in the second position, in the contest for the Cruiser Championship under the American Power Boat Association measurement rule. In the race for the Hunt Trophy, which was based on the Past Performance rule, Scaroon was the first to finish, with Sea Dream III second, closely followed by Mu-I. As mentioned, the determination of the winner has been held up, pending the decision of the Committee.

Racing and Yet More Racing

(Continued from page 122)

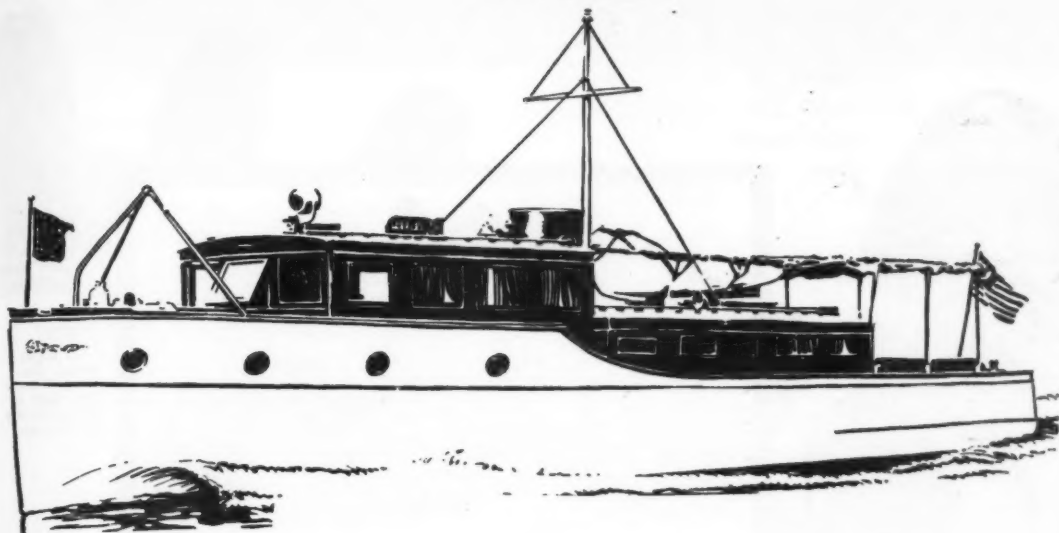
Miles River Yacht Club Entertains

NOT only is the Chesapeake section of the A. P. B. A. the largest in the organization, but it is one of the most active. Among its members, and one of the smallest, is the Miles River Yacht Club of St. Michaels, Maryland. The rapid growth of this club in the regatta field has been quite unusual. For the past four years its annual regatta has been included in the list of national regattas, sanctioned by the A. P. B. A.

And so for months the members of this Maryland club have been planning what proved to be the finest regatta ever held in that section. The dates of August 12 and 13 had been set aside long ago and as the time neared the activity increased. All the yacht clubs of the Chesapeake Bay section and of the Delaware planned to send their representatives and as many yachts as possible. The Tri-State Yacht Club of Philadelphia conceived the idea of running a race to St. Michaels and thereby created added interest. These boats finished on the ninth and gave a gala appearance to the harbor, swelled by the dozens of additional yachts which began arriving by the eleventh. Friday morning, even after the first races were scheduled to start, the flotilla of the Maryland Yacht Club of Baltimore arrived in squadron formation and caused no little comment. Commodore Hemsley brought his charge to anchor like a veteran of the Atlantic Fleet.

There were several runabouts of the popular stock model design and the three heats of this class kept the interest of the spectators at a high pitch as well as the owners, as the boats interchanged when running. Miss Tri-State owned by Commodore J. H. Van Scriver won on total points, having won two firsts and a third. Chris Craft Cadet owned by D. S. Bechtel took second place having won a first and two seconds. Follow Me, followed the other two and captured third place.

(Continued on page 162)



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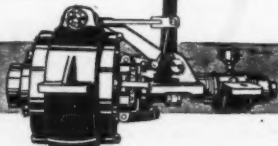
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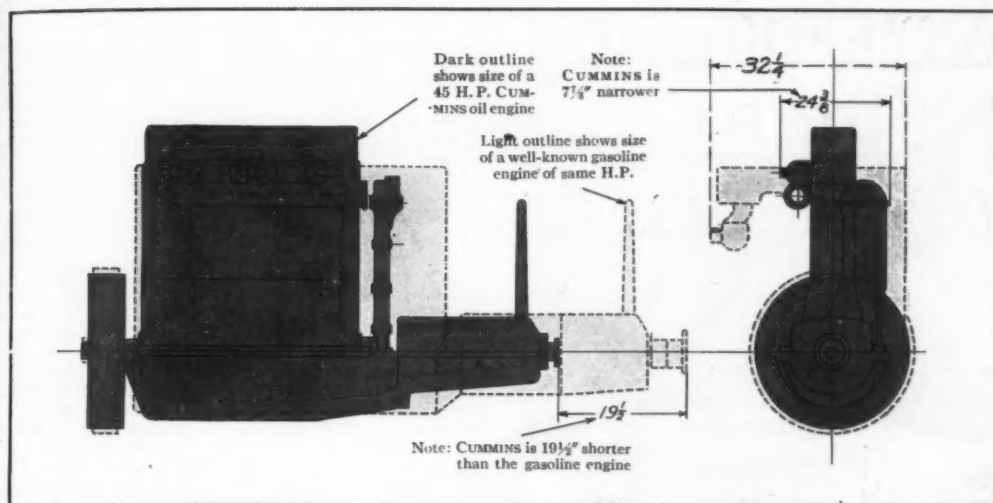
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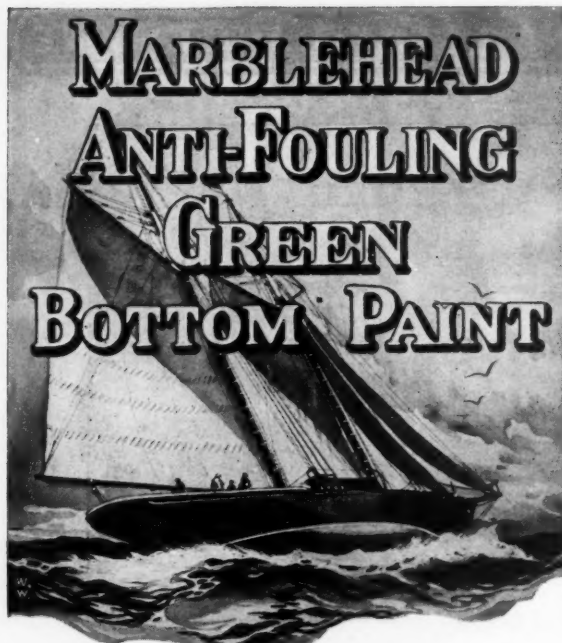
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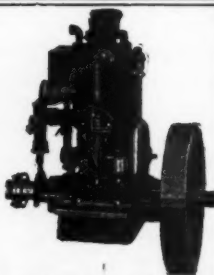
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Racing and Yet More Racing

(Continued from page 158)

No regatta seems successful without the 151 class and the beautiful waters of Miles River roared with the noises created by the four entrants. In the final reckoning after three heats had been arranged over the two day period, Miss Mu Mu, owned by Johnson Grimes won with a first and two seconds, while Lady Baltimore owned by Roy Gross took second place with two firsts. Unfortunately Lady Baltimore did not finish the first heat. Miss Chandler captured third place and Baby Star, fourth. Past Commodore John Cosden presented a handsome trophy to the winner. In the 725 class boats of a lower rating made up the entry list, and Chris Craft Cadet covered the four—2½ mile—laps in 20:10, followed by Miss Tri-State in 20:18. Palm Beach Days, well known Gold Cup class racer owned by Commodores Alfred Wagg and Bill Bigelow, both members of the Miles River Yacht Club, followed Miss Tri-State by one second, making a better field, though not purposely displaying her usual speed.

For several years the contestants who vie for the speed boat honors of the Chesapeake territory have raced for the Miles River Trophy. Again this year, as last, Palm Beach Days won. Easily winning the first two heats, she developed some minor trouble in the third and finished in fourth place. Her total points were 1089 against Bechtel's Chris Craft Cadet, which had 1083. Miss Tri-State totaled 1048. Follow Me obtained 902 points. Palm Beach Days in the second heat made the ten miles in 15 minutes and 20 seconds, an average just under 45 m.p.h.

The Free For All cruiser race brought out more entries than ever before, when seventeen started. Baby Booser, owned by Mrs. Walber of Philadelphia stepped out to a decided victory over the field. Second place went to Spitfire, also of the Tri-State Yacht Club, and third place was won by Virginia III. The prizes however were not awarded in that rotation, except the winner receiving the trophy, but the second prize was awarded the boat averaging nearest to 14 m.p.h. and the third prize to the boat which had averaged nearest to 9½ m.p.h. The 14 m.p.h. boat proved to be Diana, owned by Commodore A. B. Cartledge. The next speed was won by the Katherine R. owned by J. H. Kerr.

The log sailing canoes were rerun on Saturday morning although there was not as good a breeze as could be wished for. Bob Wilson with his famous Magic walked away from the fleet and is to have his name the first to be inscribed on the Governors Cup. Captain Wilson also won the trophy for the mixed class (log or built-up hull) sailing canoes which was run as one with the larger event. J. H. Caulk Kemp in his Island Bird, although disqualified because of time limit the day before, crossed the finish first that day and displaying the spirit of a true yachtsman, Captain Wilson presented Captain Kemp with the mixed class trophy.

The outboard classes as usual proved to be attractive and in the B class, Sea Bird of the Ventnor Yacht Club won the cup with C. C. Owen's Comet second and No. 1, third place. In the Free For All Outboard event which followed, Excide owned by E. G. Edwards of Phila. won with Captain Smith's Ya Ya second and Captain Ware's Baby Wanderjax third. Also on Saturday morning the Star class sailing race was run for the Dr. Hunter trophy. After slow going for several hours Undine, built, owned and sailed by the Johnson Brothers, two of the best known sailors on the Chesapeake, crossed the finish line well ahead of Porpoise owned by Richard Kenney of the Gibson Island Yacht Club. Captain Miller's Bob Cat of Norfolk took third place, with Rena also of Norfolk fourth.

The handicap cruiser race was based upon the past performance of the entries. The boats were started upon their handicaps, thereby insuring a close finish. Turbot owned by J. C. Patterson of the Maryland Yacht Club finished first. Diana of Phila. was second and Carlanna was third. Nilmah of the Chesapeake Cruising Club fourth and Intrepid owned by Elisha Webb of Phila fifth.

The handicap speed boat race was run upon the same basis. Miss Tri-State kept within her allotted time and won with Captain Hersloff's Moonshine second, and Follow Me third. The Ladies 151 race, a feature of the Miles River regatta was run for the Commodore Bigelow trophy and Mrs. Grimes driving Miss Mu Mu won over Lady Baltimore in 4:55, the latter's time being 5:01. Baby Star ran third.

The one particular event which probably held the visting yachtsmen and guests of the Club more than anything else was the raffling off of one of the high powered Johnson 8 h.p. outboard motors and a fast hull suitable for the motor, which was built by the Chesapeake Boat Company of Chesapeake City, Maryland. Some sixteen hundred chances were easily sold and great silence throughout the gathering prevailed while the son of Commodore Buck, blindfolded, drew out the lucky number. Captain Wm. Fredericks of Chestertown, Maryland, proved the lucky winner.

Monel Metal Shafts

Help establish new Speed Records



160 H.P. at 4,000 R.P.M.
~ but a 1" diameter
Monel Metal Shaft
Stands the Strain ~

Photograph shows the "Miss California", driven by Dick Loynes of Long Beach, Cal. This boat is powered with a Harry Miller stock model 151 supercharged 4-cylinder marine engine developing 160 H. P. at 4,000 R. P. M. It is equipped with a 1 in. dia. Monel Metal shaft, 8 ft. 9 in. long turning a 14 in. x 19 in. propeller.

SPEED records are always being made and remade. But not everyone realizes that back of each new record are repeated trials and improvements in the never-ending quest for perfection. Through just such grueling tests have Monel Metal shafts proved their superiority!

The "Miss California", for instance, established a new record in the 1927 Tampa Bay regatta with the time of 5 min. 52 3/4 seconds for five miles. "Miss California" requires a shaft nearly nine feet long and develops 160 H. P. at

4,000 R.P.M. Yet only a 1" Monel Metal shaft drives her racing propeller.

Monel Metal shafts stand up so successfully in all kinds of service—on speed boats, workboats and fishing boats, lighters, etc.—that leading boat builders have adopted Monel Metal shafts as standard equipment.

You can lessen vibration and thus insure the longer life of your boat by installing a Monel Metal shaft now. Ask your boat builder or boat yard machinist for additional information.

THE same properties that make Monel Metal so valuable for propeller shafts, also make it the ideal metal for many other marine parts and fittings. Monel Metal is available in the following shapes and forms: sheets—tubing—strip—wire rope—wood screws—nails—rivets—bolts and nuts—lag screws, etc.

Have your next boat put together with Monel Metal wood screws.

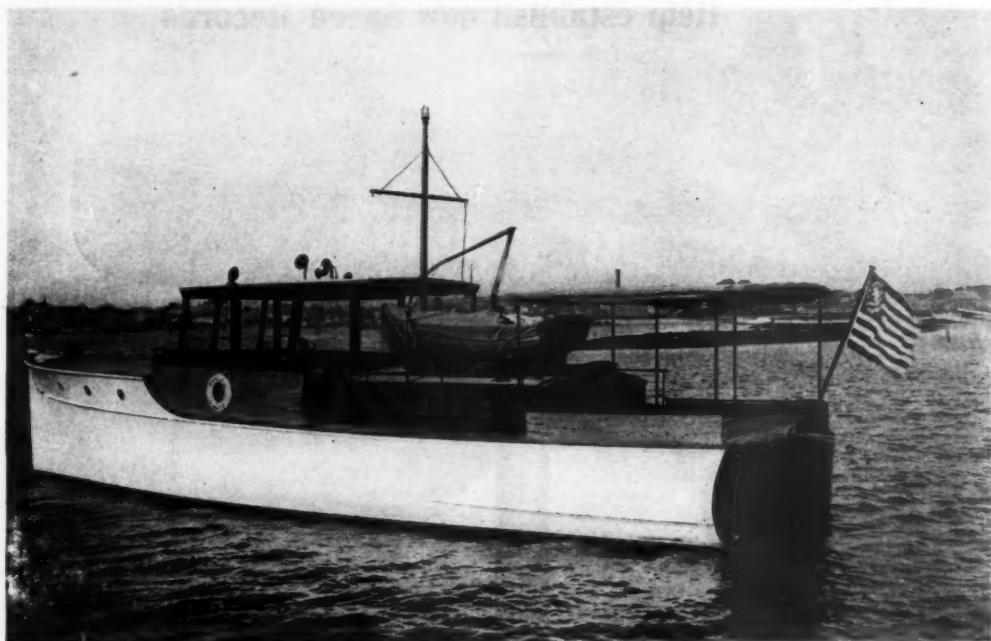
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Monel Metal Shafts are equally appropriate for use with bearings of babbitt, bearing-bronze, or Goodrich Cutless, Rubber Bearings

Monel metal

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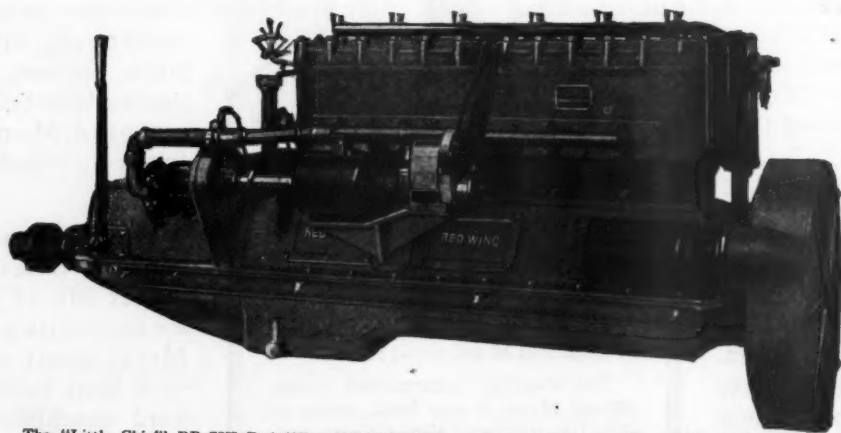
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THE MOTOR WITH POWER TO SPARE

"Grace B," one of seven similar cruisers, 46'x11'x3', built by F. D. Lawley, Inc., Quincy, Mass., and powered with pair of "Little Chief" BB-SIX 50-80 h.p. Red Wing THOROBREDS making 17 miles per hour.

ELEGANT STANDARDIZED CRUISER POWERED WITH PAIR OF "LITTLE CHIEF" BB-SIX RED WING THOROBRED ENGINES

These motors may be had opposite in design as well as rotation, ideally adapting them to the finer installations.



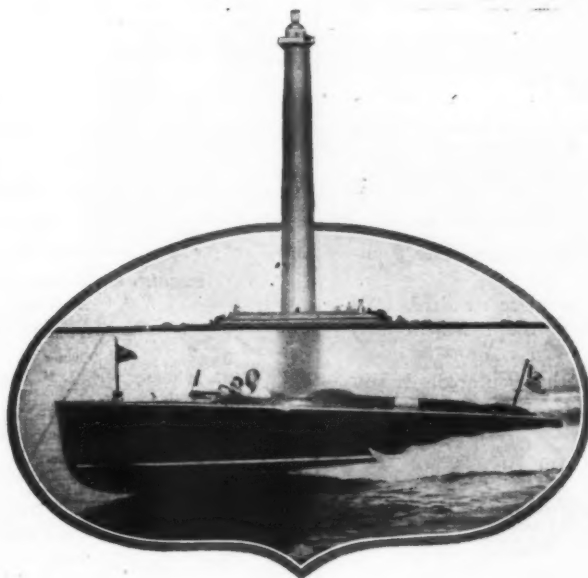
The "Little Chief" BB-SIX Red Wing THOROBRED, medium duty type. Bore 4 1/4", stroke 6". Seven bearing 2-9/16" crank shaft and patented Red Wing pressure feed oiling system. Has the new 90% Paragon reverse, double ignition, oil filter, tachometer connection, oil sump pump and electric starting. A pair of these engines, built true twin screw from ground up, powers the "Grace B", illustrated above.

12 THOROBRED SIZES. 7 to 150 H. P. Medium Duty or High Speed Types.

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Put-in-Bay was the scene of another Dart Runabout accomplishment when, in the very shadow of the monument commemorating Commodore Perry's epochal victory, Mr. J. B. Canfield, of Cleveland, piloted his Dart to win the 650 Class event at the Interlake Regatta. Be it known, however, that speed is merely one of the many features that round out Dart ability for complete satisfaction, for the runabout should be considered primarily as a pleasure craft. The Dart 26-foot Runabout seats 10 passengers comfortably. Speed is relative, depending upon your choice of several makes and horsepowers of motors. Mr. Canfield's Dart, pictured above, is

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When considering the purchase of a craft in this popular class, attention should be devoted to design and features of construction. In this respect Dart occupies an enviable position, for these beautiful mahogany Runabouts are unquestionably the finest constructed craft on the market . . . each boat a distinct piece of master craftsmanship. Indian Lake Boat Company, Incorporated, 350 East High Street, Lima, Ohio.

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Miss California, designed by J. H. Hacker

SPEED!

The increased interest taken in this season's Motor Boat Races at Houston and Detroit demonstrates the appeal that speed makes to us all. You can get

SPEED PLUS SAFETY

when your boat is equipped with up to date appliances.

Carpenter fittings for your boat are standard. We have a special line devoted to the 151 inch class Motor Boats.

Our Catalog is full of things that you need. If you do not have a copy of the 1927 edition send for it. Free to you.

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For
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W - C LIQUID COMPASS

Specially Priced at \$3.00

Mounted in finely finished mahogany box with brass cover hooks. Ideal mounted with degree circle as well as with usual points. This compass is thoroughly dependable and widely used. Low price of \$3.00 is effective for a short time only. Better order now if you want one.

OTHER SIZES \$5.00 TO \$21.00

Send for our new catalog, listing a most complete line of motor boat supplies. Our low prices and prompt service save you time and money. Let us know your needs.

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Advertising Index will be found on page 170

Little Spitfire Wins Royal Trophy

(Continued from page 37)

The handsome Gold Trophy comes to the U. S. A. with genuine feelings of good wishes from the sporting English race. Ralph Snoddy leaves his name impressed on many of his English friends' minds, viz., Richfield Ralph. He managed to do the trick this year without any fuss or bother.

The incident of the broken oil line referred to earlier in the article was described by Mr. Snoddy in the following words: "I had an exciting experience on Saturday, when I was compelled to stop for a short time in the eighth lap," proceeded Mr. Snoddy, "for a plug worked loose and practically all my oil ran into the bilges. I was in a rare predicament, but managed to overcome the difficulty by keeping one hand at the helm and stooping down with the other and scooping up oil from the bilges and pouring it back into the sump. It was worrying at the time, and I could have done with a mechanic such as the British boats are carrying, but I do not think they are altogether necessary. In any event the extra weight brings about a decrease in speed."

The summaries of the several heats follow:

SECOND RACE FOR DUKE OF YORK TROPHY

Southampton, England
3 Heats, 30 Nautical Miles
First Heat—August 6

Boat	Owner	Elapsed Time	Speed Knots	Position
ZA4 Little Spitfire	Mrs. J. H. Rand	0:58:42	30.6	1
ZK16 Bela	F. T. Bersey	Did not finish	...	3
ZK2 Miss Betty	Count Johnston Noad	1:06:19	28.0	2
ZK10 Newg	Miss M. B. Carstairs	1:01:36	29.3	2

Second Heat—August 8

Boat	Owner	Elapsed Time	Speed Knots	Position
ZA4 Little Spitfire	Mrs. J. H. Rand	0:53:05	33.8	1
ZK2 Miss Betty	Count Johnston Noad	1:18:10	23.1	3
ZK16 Bela	F. T. Bersey	1:36:15	18.7	4
ZK10 Newg	Miss M. B. Carstairs	0:54:49	32.9	2

Third Heat—August 9

Boat	Owner	Elapsed Time	Speed Knots	Position
ZA4 Little Spitfire	Mrs. J. H. Rand	1:02:53	28.6	1
ZK2 Miss Betty	Count Johnston Noad	1:17:03	23.4	3
ZK10 Newg	Miss M. B. Carstairs	1:03:31	28.4	2
ZK16 Bela	F. T. Bersey	Did not start	...	...

Average speed Little Spitfire for three heats, 31 knots.

Stock Boats Do the Trick

In order to correct an impression which seems to have gotten around that the boats which are winning in the standardized boat classes, are other than regular stock craft, the owners of several of these have been interviewed and it has been found that these boats are not specially built or prepared, but the regular boats used by these owners in their every day service. Theodore Law, son of Commodore Robert Law, Jr., was successful on Saturday, August 6, in finishing first in a group of thirteen stock runabouts in the event for this useful type of fast boat scheduled at the Gold Cup Regatta. Robert Law, Jr., bought this 26-foot Chris-Craft at Palm Beach in February of this year. He used it as a tender on his yacht in Florida, also on his trip to the West Indies. On his return North he gave the boat to his son. The boat was used continuously throughout the season and saw very hard usage. Previous to the race Mr. Law had the boat pulled out of the water, dried out thoroughly, the bottom thoroughly cleaned and painted, a mechanic went over the motor carefully, checking any pinging, carburetion, valve setting, spark plugs, etc. A suitable racing propeller was put on the boat and the entire outfit was groomed, not as a high speed racing job would be groomed, but as a man would properly groom a runabout for an important race. The result was that Ted Law with four other passengers in the boat ran the six mile race at an average of 35.369 m.p.h. and led the field across the finish line.

This same successful performance was obtained by Livingston Fountain of Bayshore, L. I., in the stock runabout race held at Bayshore on August 3, as a part of the Great South Bay Yachting Association's weekly program. Mr. Fountain's boat was delivered to him on March 30th of this year. On Saturday, July 30, Mr. Bowden of Bellport, L. I., won the Fire Island Yacht Club race with his Skipper, also a 26-foot Chris-Craft. Both Mr. Bowden and Mr. Fountain groomed their boats in about the same way. This shows that any owner can accomplish the same results by giving his craft proper attention before a race.

Model 250—6 Cylinder

Bore 2 3/4"

Stroke 4 3/4"

Displacement 169.28 cu. in.

Model 271—6 Cylinder

Bore 3 1/4"

Stroke 4 3/4"

Displacement 230.21 cu. in.

Model 252—6 Cylinder

Bore 3 3/4"

Stroke 5"

Displacement 331 cu. in.

Model 253—6 Cylinder

Bore 4 1/4"

Stroke 5 1/4"

Displacement 421 cu. in.

Model 254—6 Cylinder

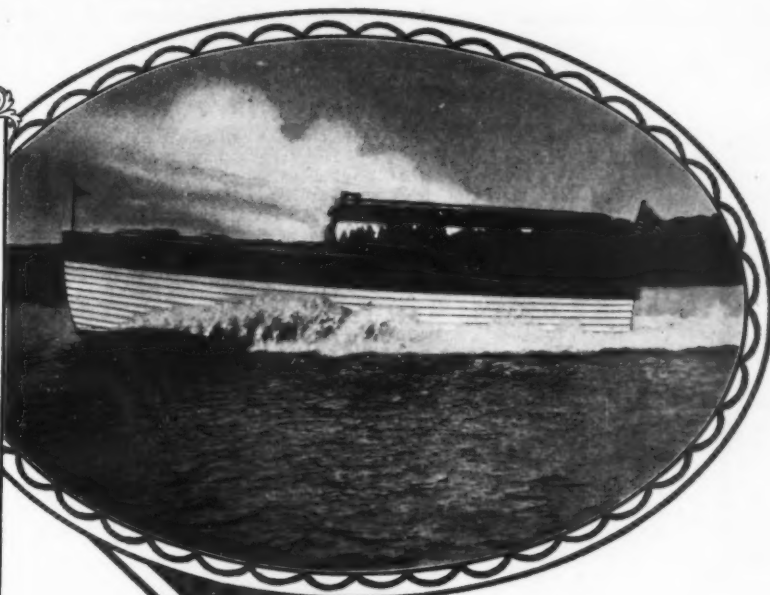
Bore 4 1/2"

Stroke 5 3/4"

Displacement 548.69 cu. in.

**Quiet • Sturdy
Dependable**

The engineering and production facilities of Continental-Van Blerck are available to all manufacturers who may desire an unexcelled marine power plant and a dependable source of supply.

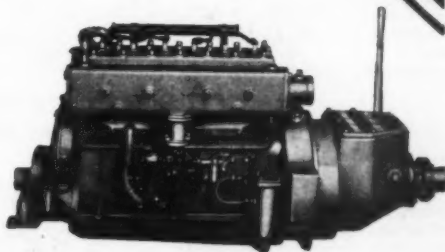


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Rightly designed for marine service and skillfully finished by the experienced workmen of the Continental organization each Continental-Van Blerck Motor gives the satisfying, economical service made possible by 26 years of specialization in gasoline motor building.



Continental-Van Blerck Motor
Model No. 250

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TRI-STATE YACHT CLUB

First Heat, Essington to Delaware City, 24 Nautical Miles
Second Heat, Town Point to St. Michael's, Md., 64 Nautical Miles
August 8 and 9, 1927, American Power Boat Association Handicaps

EXPRESS CRUISERS

Boat	Owner	Rating	FIRST HEAT			SECOND HEAT			Position
			Elapsed Time	Allowance	Corrected Time	Elapsed Time	Allowance	Corrected Time	
Baby Boozier	Chas. Walber	73.9	1:08.41	Scratch	1:08.41	3:16:25	Scratch	3:16.25	1
Clarella	J. K. Van Sciver	69.5	1:29.08	0:05.09	1:23.59	3:50.40	0:13.44	3:36.56	2
Spitfire	E. J. Van Sciver	69.2	1:31.48	0:05.31	1:26.17	3:58.58	0:14.42	3:44.16	3
CRUISERS AND FAST CRUISERS, RATING OVER 35									
Scheherazade	Geo. Nass, 3rd.	38.3	11:20.14	0:14.05	2:09.45	6:41.42	0:37.35	6:04.07	2
Katherine R.	James Kerr	37.27	2:27.19	0:18.21	2:08.58	6:44.35	0:48.55	5:55.40	1
Camaphel	A. C. Bigelow	42.12	2:12.16	Scratch	2:12.16	6:10.44	Scratch	6:10.44	4
Josephine	Chas. Walber	35.71	2:41.10	0:25.33	2:15.37	7:14.50	1:08.12	6:06.38	3
CRUISERS AND FAST CRUISERS, RATING LESS THAN 35									
Bonhomie	R. C. Roebling	33.42	2:22.12	Scratch	2:22.12	6:31.53	Scratch	6:31.53	1
Demi Tasse	Dr. I. N. Wood	30.25	3:01.09	0:12.55	2:48.14	8:18.05	0:34.28	7:33.37	3
Carl Anne	H. L. Hess	26.09	3:12.27	0:37.54	2:34.33	8:43.04	1:41.04	7:02.00	2

TRI-STATE YACHT CLUB

Town Point to St. Michaels, Md., 64 Nautical Miles
August 9, 1927—Past Performance Handicaps

Boat	Owner	Permanent Rating	Temporary Rating	Elapsed Time	Corrected Time	Place	Allowance
Baby Boozier	Chas. Walber	...	217	3:16.25	3:49.39	9	0:10.40
Clarella	J. H. Van Sciver	207	...	3:50.40	3:50.40	10	Scratch
Spitfire	E. J. Van Sciver	234	...	3:58.58	3:30.10	5	0:28.48
Scheherazade	Geo. Nass, 3rd.	...	367	6:41.42	3:49.02	8	2:52.40
Moselle	Chas. A. Long, Jr.	...	...	Did not start	...	...	...
Katherine R.	James Kerr	398	...	6:44.35	3:20.51	4	3:23.44
Camaphel	A. C. Bigelow	343	...	6:10.44	3:45.40	7	2:25.04
Josephine	Chas. Walber	439	...	7:14.50	3:07.47	1	4:07.28
Bonhomie	R. C. Roebling	...	387	6:31.53	4:20.04	11	3:12.00
Bonnie Jean	A. Atkinson	...	...	Did not start	...	...	...
Demi Tasse	Dr. I. N. Wood	497	...	8:18.05	3:08.45	2	5:09.20
Carl Anne	H. L. Hess	514	...	8:43.04	3:19.36	3	5:23.28
Helene	...	...	...	Did not start	...	...	...
Kawa	G. W. Brogan	...	300	5:20.21	3:41.09	6	1:39.12
Jean F.	Addison Foster, Jr.	...	...	Did not start	...	...	...
Flirt II	...	...	...	...	...	...	...

MILES RIVER YACHT CLUB

Town Point to St. Michaels, Md.—64 Nautical Miles
August 9, 1927—American Power Boat Association Handicaps

Boat	Owner	Rating	Start	Finish	Elapsed Time	Allowance	Corrected Time	Place
Baby Boozier	Chas. Walber	73.9	1:12.48	4:29.13	3:16.25	Scratch	3:16.15	1
Clarella	J. H. Van Sciver	69.5	1:23.28	5:14.08	3:50.40	0:13.44	3:36.56	2
Spitfire	E. J. Van Sciver	69.2	12:54.40	4:53.38	3:58.58	0:14.42	3:44.16	3
Scheherazade	Geo. Nass, 3rd.	38.3	10:30.48	5:12.30	6:41.42	0:57.15	5:44.27	3
Moselle	Chas. A. Long, Jr.	37.08	Did not start	...	...	...	...	...
Katherine R.	James Kerr	37.27	9:59.44	4:44.19	6:44.35	1:08.35	5:36.00	2
Camaphel	A. C. Bigelow	42.12	10:58.24	5:09.08	6:10.44	0:19.40	5:51.04	4
Josephine	Chas. Walber	35.71	9:16.00	4:30.50	7:14:50	1:03.49	6:11.01	5
Kawa	G. W. Brogan	44.38	11:44.16	5:05.37	5:20.21	Scratch	5:20.21	1
Bonhomie	R. C. Roebling	33.42	10:11.28	4:43.21	6:31.53	Scratch	6:31.53	1
Bonnie Jean	A. Atkinson	33.7	Did not start	...	...	...	...	...
Demi Tasse	Dr. I. N. Wood	30.25	8:14.08	4:32.13	8:18.05	0:34.28	7:33.37	3
Carl Anne	H. L. Hess	26.9	8:00.00	4:43.04	8:43.04	1:41.04	7:02.00	2
Helene	...	29.36	Did not start	...	...	...	...	...
Jean F.	Addison Foster, Jr.	32.54	Did not start	...	...	...	...	...

SEVENTH ANNUAL BAYSIDE-BLOCK ISLAND RACE

July 29, 2 P. M. (Eastern Standard Time) Complete Summary of Results

Name	Owner	Club	Gas Allow	Time Allow	Penalty % E. T.	Finish E. Stand	Elapsed Time	Corrected Time	Position
Sagola, yl.	B. A. Hinman	Cruising Club	24¾	5-53-24	....	Did not finish—engine trouble	...	...	...
Caroline, k.	W. J. Curtis, Jr.	American	21¾	6-03-00	....	Did not finish—engine trouble	...	...	...
Chantey, sc.	E. K. Service	Hempstead Hb.	19½	7-30-00	....	7-19-59 P.M.	53-19-59	45-49-59	15
Seal, sl.	C. K. Post	N. Y. Y. C.	20	8-03-12	....	11-26-53 A.M.	45-26-53	37-23-41	6
Adeltha, yl.	P. E. Stevenson	Bayside	27	1-28-24	3%	1-58-33 P.M.	47-58-33	47-56-30	16
Tigress, sc.	Geo. P. Drake	Bayside	32¾	1-08-24	....	5-16-00 A.M.	39-16-00	38-07-36	7
Valgerda II, ct.	Mrs. W. I. Isom	Huntington	26¾	5-30-00	....	1-45-46 P.M.	47-45-46	42-15-46	13
Rambler, sl.	A. Girtanner	Bayside	23¾	5-08-24	....	3-21-30 A.M.	37-21-30	32-13-06	1
Kumalong, sc.	J. W. Ripley	Bayside	25½	4-35-00	....	3-21-50 A.M.	37-21-50	32-46-50	2
Sakana, yl.	J. H. Esser	Larchmont	22	4-36-36	....	9-32-05 A.M.	43-32-05	38-55-29	10
Docani, yl.	F. R. Smith	Bayside	15½	8-26-36	....	8-58-50 A.M.	42-58-50	34-32-14	4
For'an'ait, ct.	E. N. Wigton	Bayside	19	10-20-00	....	7-16-20 P.M.	53-16-30	42-56-30	14
Sheerwater, yl.	E. R. Downe	Larchmont	18¾	5-26-12	3%	10-31-57 A.M.	44-31-57	40-25-54	12
Saracen, sl.	G. S. Young	American	21	3-20-00	2%	6-39-45 A.M.	40-39-45	38-08-33	8
Sunbeam, sc.	G. A. Gould	Bayside	32	0-01-40	....	2-12-00 P.M.	48-12-00	48-10-20	17
Volador, sc.	J. S. Dickerson	Cruising Club	29	3-00-00	....	1-51-00 A.M.	35-51-00	32-51-00	3
Azor, sl.	C. A. Marsland	New Rochelle	23½	4-22-30	....	6-38-20 A.M.	40-38-20	36-15-50	5
Toreador II, yl.	P. S. Patton	Larchmont	16¾	8-25-36	....	2-51-10 P.M.	48-51-10	40-25-34	11
Northern Light, sc.	J. C. Smith, Jr.	Stamford	20¾	5-32-30	-1%	9-27-45 A.M.	43-27-45	38-21-15	9
Camilla, sc.	O. Habeck	Morris	19	6-20-00	....	Did not finish	...	...	...

NOTE—Sc=schooner; sl=sloop; k=ketch; yl=yawl; ct=cutter.

32.14 Miles Per Hour in Class C

Made by a Johnson Big Twin

Robert Held in *No Foolin*, setting a new world mark in outboard motor competition. 32.14 m.p.h. is the record made at Louisville, September 3rd, 1927, with a Big Twin. M.V.P. B. A. sanction.



Johnson Sets New World Records in Every Class

Three Johnsons—Big Twin, Standard Twin and Light Twin have recently established new world speed records in outboard competition. This fact conveys its own significance—Johnson offers a type of performance without precedent.

25.06 Miles Per Hour in Class B

Made by a Johnson Standard Twin



Chas. Cooper in *Cutey Cute Craft* at the Newport, R. I. Regatta, August 20th, set a new record in competition of 25.06 m.p.h. with a Standard Twin. At Albany, July 4th, Miss Helen Hentschel, in time trials with a Standard Twin, set a world record of 25.35 m.p.h. Both records A.P.B.A. sanction.

15.32 Miles Per Hour in Class A

Made by a Johnson Light Twin



Ben Samuelson in *Dynamite*, an 8 foot step-plane, established a new world record of 15.32 m.p.h. with the Light Twin, at Charlevoix, Mich., August 7th. M.V.P. B. A. sanction. In time trials, *Dynamite* stepped 15.83 m.p.h. to a new world record in Class A motors.

JOHNSON MOTOR CO., 3044 Sample St., South Bend, Ind. • 75 West St., New York City. • Peterborough Canoe Co., Peterborough, Ont., Canada

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Outboard Motors